APPENDIX B

- Year 2010 and Year 2030 Traffic Model
- Excerpts from Encinitas Ranch Specific Plan Traffic Study
- Excerpts from University Commons Specific Plan Amendment Number 3
 FSEIR
- Year 2010 Intersection LOS Worksheets (HCM Method) With and Without Project Traffic

APPENDIX B

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YEAR 2010 AND YEAR 2030 TRAFFIC MODEL FORECASTS

The traffic forecast documentation is on file at the City of Carlsbad and RBF Engineering, under whose direction these forecasts were prepared.

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describes methodology used in the processing of forecast model data, intersections, analysis process, and determination of significant impacts.

year volumes in 2010 and 2030 for the La Costa Town Square project, the ity subarea model 2010 and 2030 Alternative 5 transportation forecast was and 2030 forecast models, changes to land uses and new roadways have a e distribution of traffic volumes along a roadway. Land uses generate and be served by the roadway system. New roadways and the widening of a accounted for and included in the forecast model.

Plan Zoning level. Projects included in the model are projects that are a not yet constructed, constructed and recently completed and occupied, of projects are included in the model. Projects generating more than 500 in the model. The cumulative effect of all projects is embedded in the dels include projects that result in the full buildout of every parcel of land, produced from the 2010 and 2030 model. e projects generating more than 500 daily trips in the Cities of Carlsbad verified as being included in the SANDAG model and are listed in Table lid not identify any cumulative projects within the vicinity of the La Costa.

	Project Description	78 multi-family units	516 single-family residential	400 multi-family units	10 acres commercial	2160.5 ksf industrial	58 single-family residential	105 single-family residential	80 multi-family units	60 apartments	276,900 sf office	87.2 acre industrial	350 hotel/350 timeshare	39 multi-family units	10,900 sf church	21.5 acre industrial	76 single-family residential	359 multi-family units	
Cumulative Projects	Project Name	e Bluffs	essi Ranch	- Average - Aver			lavera Hills Village L-1	ntarini		risbad Family Housing	risbad Office Campus	rishad Raceway Business Park	rlsbad Ranch PA 5	sa La Costa	ybreak Community	XVIIIer	een Valley - La Costa Glen	***************************************	

February 21, 2006



		1
	Holly Springs	43 single tarniy residential
	Kelly/IRM Office Bldg	84,600 sf office
	Walls Danch	215 single family residential
	Dolly Manual	494 multi-family units
	AND THE PROPERTY OF THE PROPER	2,87 acre office
	T - Canto Condominiums	58 multi-family units
	T 2 Costs Observator Center	75,670 sf commercial
	Ta Costa Lista City Press	197 villas
	La Costa resolution	26,500 spa
	TO THE PERSON NAMED OF THE	42.500 ballroom
	2 151X - 3 15	87,000 sf community
	Los Coches Villages	157 multi-family units
	Manzanita Apartments	75 000 ef office
	Ocean Ridge	120 000 ef office
	Pacifica Palomar	162 room mortel
	Palomar Beach Kesort	AA A acre industrial
	Palomar Forum	260.000 sf commercial
	Payillon (Forum)	160 sf
	Poinsettla filli	1.047 sf
	Poinsetta flopetues master fram	321 multi-family units
	m.:tin/Tolinate	231 single family residential
	Follosita tabata	1 117 ksf Industrial Park
	Kaceway Gusmess rank	72,360 sf church
	Redeemer by the sea commen	1122 sf
	Kurena vanca	13 acre commercial
	Shaller Danch	251 sf
	Officially National	143 apartments
	Gunner Crook Plaza	174,000 sf commercial
	Trilland but the ses	68 multi family units
	TT transfer Overmone SDA 2	1,326 dwelling units
an Marcos		2.1 acres muli-use
		12.8 acres light industrial
	AND THE PARTY OF T	31.7 acres recreation
		172 acres open space
	Working Hills II	128 units
	Feating Properties (Scripps)	80 acre Medical complex
	Various Dermanente	30.6 acre medical complex
	Tally Contor	13 acre business park
	Con Marcos Highlands	238 units
	Towart house	29 units
	Town center/Civic center	10.7 acres civic center
	TOWN COUNTY	12.4 acres
		office/retail/business park
	100 100 100 100 100 100 100 100 100 100	3.5 acre hotel/retail
		5 acre office/retail

La Costa Town Square Project Number: 12866-5000

February 21, 2006

8

Public Agencies LIDAN

1,562 single family residential 40 acre high school/city park 48 single family residential 35 single family residential 55 condominiums 88 single family residential 124 & 634 condo units 71 residential units Citywide plan 5.2 acre retail San Marcos Creek Area Specific Plan Rancho Coronado Villages O & N Caufman and Broad City sub area plan Gateway --Ive) McCormic Hollandia Zilliox aloma,

Rezone 11 acres from R1 to C Rezone 32 acres from M to C Rezone 31 acres from R1 to F-99 single family residential 187 single family residential 17 single family residential 161 retirement apartments 82 single family residentia 8 single family residential 9 single family residential acres 9 90 assisted living units park 6.97 499 apartments industrial business Rezone Caufman and Broad City of San Marcos Ashbrook Village Mark Gelman Bieri Group rominence Ades/Gish Barocchi Zirbala fobam vfarino fillen

commercial/parks/school/open 27 single family residential 380 single family residential 102 single family residential 103 single family residentia 18 single family residential 12 single family residential 40 single family residentia 18 single family residential 16 single family residential 7 single family residential 8 single family residentia 3,398 residential units/ 4.42 acre industrial 144,000 sf retail 120 apartments Comfort Construction Woodland Associates Hansen Aggregate Nevada Yei San Etijo Hills West Company Mondenball Nevada Yei coma Alta Schenker JeJong Deluca

February 21, 2006 space 19 single family residential

Page 7

12866-5000

Vineyard Hills

(T) S

7 WILLDAN Serving Public Agencies

	22 standa family residential
	24 studie routes accept
Kinagook	of single family residential
Standard Pacific	C. C. Landing and C.
	y condomination
Renaro	1 010 residential units
Fig. 13 Costa southeast	2000
	50,000 st commercial
	1 980 units
Denobe Carillo	100000
ASSESSED CHARTS	1 263 single family residential
Dancheros	
	600,000 st commercial
Mae Properties	feeting to the section of the sectio
	800 single raminy residential
Pancho Cielo	1 3 3 4 4 5 5 5
	Single family residented
C'elo A711	

*Source: City of Carlsbad **Source: City of San Marcos

The number of vehicles estimated to be generated by the La Costa Town Square project (peakhour and daily) are based on the rates outlined in the San Diego Association of Governments April 2002. The gross number of project trips was submitted to SANDAG and applied toward (SANDAG) 'Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region" the traffic analysis zones (TAZs) related to the project site, which were zones 1054 and 4273.

4273 and provided ADT volumes on the roadway network surrounding the project site. It should be noted that the ADT volumes already include the La Costa Town Square project trips and represents traffic volumes that would be expected on the street network with the La Costa Town represents traffic volumes that would be expected on the street network with the La Costa Town The project traffic was distributed onto the roadway network based on a select zone assignment (SZA), which were obtained for the years 2010 and 2030. The SZA is the locally adopted process for a computated assignment of traffic. The SZA was performed for TAZs 1054 and Square project.

The a.m. and p.m. peak-hour turning movement volumes at the intersections were obtained from was 0.038 and the p.m. peak-hour factor was 0.034. Appendix A contains the raw model data in the turn reports spreadsheets provided by SANDAG and converted from the ADT volumes by applying a conversion factor. Based on discussions with SANDAG, the a.m. peak-hour factor determining the future year turning moveraent volumes at the study intersections.

Study Intersections

According to the San Diego region guidelines for Traffic Impact Studies (TIS), all local roadway segments, intersections, and mainline freeway locations where the proposed project would add 50 or more peak-hour rips in either direction to the existing traffic should be included as part of the traffic analysis. The select zone analysis run specific for this project, based on the year 2030 model indicates that the proposed project would contribute 50 or more peak-bour trips to 4.1 key study intersections, which are shown in Table 1 below.

February 21, 2006

TO SIX LANGS TO MITHERTTE Populary's pather VOLING TINS A-LAWING CLASSISIONTIONS LIEUCADIA SINO. FAST OF Pariet 1 ON OLIVENHAND RO. I-S THAN SHOWN FUR THE THE CITY OF THOUSAND HAS TRACTIC STUDY GVALUATED EUCHITAS IZANCHI Diati まるろう LA GOTA TOWN SOUNTE 33 SPINONE BITH Seringer. APT Sa LINN ストダンスで AND OU ナルのけられ 35 146 100

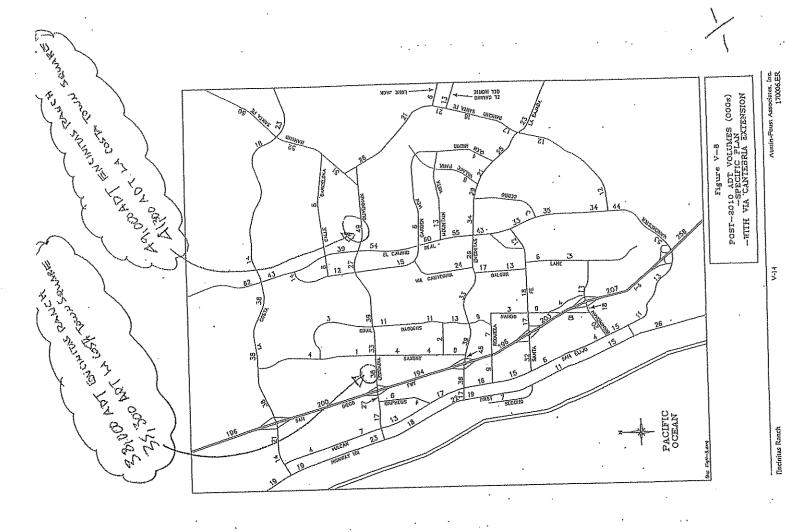
ENCINITAS RANCH SPECIFIC PLAN TRAFFIC STUDY

Prepared for: City of Encinitas

Prepared by:

Austin-Foust Associates, Inc. 2020 North Tustin Avenue Santa Ana, California 92701 (714) 667-0496

January 26, 1994



DESCRIPTION OF CEOA FINDINGS AND STATEMENT OF OVERRIDING STATEMENT OF OVERRIDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE UNIVERSITY COMMONS SPECIFIC PLAN AMENDMENT NO. 3 (State Clearinghouse (SCH) No. 1900(1013) (Final Supplemental Eff. 02-37) CONSIDERATIONS A THE STATE OF THE God CENT MAS ON O. O. J. · garary was a an trocks 20 The tell port 7700 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT UNIVERSITY COMMONS AMENDMENT NUMBER SPECIFIC PLAN FINAL

California Environmental Ouality Act

The California Environmental Quality Act (Public Resources Code Sections 21000-21178.1) ("CEQA") and the State CEQA Guidelines (Cal. Code of Regulations, Tiffe 14, Sections 15000-15387) require that specific findings be made if a lead agency decides to approve a project which will have significant impacts:

Fireh was properties

SCH No. 1990011013

May 2003

SIA VANDES

Development Services Department 1 Civic Center Drive

City of San Marcos

Prepared for:

San Marcos, CA 92069

Contact: Jerry Backoff

. (760) 744-1050

Berin Ser Land

[N]o public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- The public agency makes one or more of the following findings with respect to each significant effect 3
- changes on autranons have been required in, or incorporated into, the project which midgate or avoid the or alterations have been required significant effects on the environment. 3
- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. \mathcal{B}
- considerations, including considerations for the provision of employment opportunities for highly trained workers, Specific economic, legal, social, technological, or other make infeasible the mitigation measures or alternatives identified in the environmental impact report. 0
- under paragraph (3) of subdivision (2), the public agency finds that specific overriding economic, legal, social, technological, or other With respect to significant effects which were subject to a finding benefits of the project outweigh the significant effects on the environment. 9

8954 Rio San Diego Drive, Suite 610 San Diego, CA 92108 Contact: Betty Dehoney (619) 291-1475

P&D Environmental Services

Prepared by:

(2865 Pointe del Mar Project Proponent: Brookfield Homes

Del Mar, CA 92014

Contact: David Poole (858) 481-8500

ding(s): Changes or alterations have been required in, or incorporated into the posed Project which will lessen the impacts to traffic/circulation. Mitigation of such nots to below a level of significance could occur only through adoption of a Project mative. Specific economic, legal, social, technological or other considerations make asible the Project alternatives identified in SEIR 02-37.

Responsibility⁽²⁾

Total Project EDU/ADT Threshold

Specific Improvement

Location

ģ

San Elijo Ranch

200/2,000

Construct as a four-iane major arterial Install traffic signal

San Elijo (Questhaven) Road from Ceastern project boundary to Elfin for Forest Road San Elfin Forest Elfa San Elijo Road at Elfin Forest

5a

City of Carlsbad

City of Carlsbad San Elijo Ranch

318/3,181

Construct as a four-lane major arterial

Oliventain Road from Rancho Santa Fe Road to Amargosa Drive

Road

5b.

200/2,000

its in Support of Kindings: The following mitigation measures have been apported to partially reduce the level of cumulative traffic impacts through struction of the specific roadway improvements identified in the table below. The ject is only conditioned upon completion of improvements under the responsibility of iversity Commons.

Specific Improvements and Maximum Development Thresholds to Aroid Significant Impacts¹⁰

ments are listed in the order of development threshold. The EDUADI threshold numbers shown are the maximum allowable values without the specific improvement.

(,		
Location A-Links	Specific Improvement	Total Project EDU/ADT Threshold	Responsibility ^{co}
Road from Rancho	Construct as a four-lane major	23/233	University Commons/
encho Santa Fe Road at San	Relocate/widen: intersection	23/233	City of Carlsbad
in the Santa Fe Road from San ijo Road to Meirose Drive	Widen to a six- lane prime	61/614	City of Carlsbad
ctrose Drive at Rancho Santa Fe	Realign and widen intersection	61/614	City of San Marcos/ City of Carlsbad
chose Drive from Rancho Santa Road to Patton Street (Sparrow ay)	Construct as a four-lane secondary arterial	61/614	City of San Marcos/ University Commons
e from.San Elijo em project boundary	Construct as an interim	61/614	University Commons
ucho Santa Fe Road at La Costa Modify for	Modify for restricted access	61/614	City of Carlsbad
ncho Santa Fe Road from San ijo Road to La Costa Avenue	Widen to a six- lane prime arterial	103/1,034	City of Carlsbad
Fe Road from . to Lake San	Construct as a four-lane major	152/1,522	City of San Marcos
агсоз Дпуе	arterial		

				City of Carleting
9	Rancho Santa Fe Road at	Widen intersection	318/5,181	City of Carpana
No.	Госайов	Specific Improvement	Total Project EDU/ADT Threshold	Responsibility ^{a)}
,	3 C. 1 Think Gran Dotton Street	Construct as a	907/9,072(3)	University Commons
rd /	Meirose Dilve monitation Con-	modified four-		•
	(Sparrow rest) to the trail of	lane secondary		
		arterial		
6	Melrose Drive at Patton Street	Install Traffic	907/9,072	University Commons
	(Sparrow way)	11 m	16)6770 07270	Throgerity Commons
7c.	Melrose Drive at Diamond Street	Signal		(may)
50	Palemar Aimort Road from	Widen to a six-	1,307/13,076	City of Carlsbad
į	Melrose Drive to El Camino Real	lane prime		•
		arterial		
89	Palomar Airport Road at Meiross	Widen	1,307/13,076	City of Carlsbad
	Drive	intersection		
8	Palomar Airport Road at El	Widen	1,307/13,076	Lity of Catisora
	Camino Real .	intersection		7
6	Rancho Santa Fe Road from	Widen to a six-	Less than	City of San Marcos
	Melrose Drive to Lake San	lane prime	significant	Sen enjo Hins
	Marcos Drive	arterial		University Commons
103	Rancho Santa Fe Road from La	Widen to a six-	Less than	City of Carlsbad
	Costa Avenue to Olivenhain	lane prime	significant	
	Road	arterial	, , , , , , , , , , , , , , , , , , , ,	
10p.	Rancho Santa Fe Road at	Widen	Less than	City of Catsoan
	Olivenhain Road	intersection	SIETUTICETIC	
11.	Elfin Forest Road from San Elijo	Widen to a four-	Less than	San Elijo Kanch
	Road to the southern boundary of	lane collector	significant	
	the San Elijo Ranch project			Community of the State of the S
12	Rancho Santa Fe Road at San	Widen	Less than	City of San Imacos
	Marcos Boulevard	intersection	Significant	Sing office age
13	Twin Oaks Valley Road from	Construct as a	Less than	City or san marcos
i	Elfin Forest Road to Craven Road	four-lane major	significant	San Elijo Ranch
		2000		

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impacts to biological resources; demand for school facilities, demand for fire protection nod emergency response services, demand for police services, and demand for park and recreation services.

Cumulative Impacts

of the SEIR. The impacts associated with the Proposed Project were analyzed in individual cavironmental effects which, when considered together, are considerable or tesult from individual effects of a single project or the effects of several projects that are past, present or reasonably anticipated to occur in the future, were analyzed in Section 7.0 Section 15355 of the CEQA guidelines defines a cumulative impact as "two or more which compound or increase other environmental impacts." Cumulative impacts may All projects which are closely related, As required by CEQA, this EIR analyzes the cumulative impacts of the Proposed Project. conjunction with the effects of other projects within the Proposed Project vicinity. developed within a particular window of time.

reduced due to the design modifications incorporated into the Proposed Project as well as the various mitigation measures implemented in the Mitigation Monitoring and Reporting to the extent feasible, the The Proposed Project's contribution to significant cumulative effects will be substantially Program which are implemented as conditions of development of the Proposed Project. to significant cumulative Although the Proposed Project's impacts have been mitigated contribute

Inpacts That Remain Significant

Reporting Program. As demonstrated in these Findings, further mitigation of Project impacts is infeasible. To the extent that Proposed Project impacts have been mitigated to the extent feasible, it will be infeasible to further Jessen, avoid, reduce, or mitigate the The City Council finds that the impacts of the Proposed Project have been mifigated to the extent feasible by the mitigation measures discussed in the Mitigation Monitoring and Statement of Overriding Considerations has been prepared pursuant to the State CEO. Quidelines. See Cal. Code Regs. tt. 14, §§ 15043, 15093. remaining significant cumulative effect to which the Proposed Project contributes.

University Commons Specific Plan Amendment No. 3

determined that: (1) the Proposed Project is beneficialty of the City of San Marcos; (2) there are no other reasonable means of financing the public infrastructure because of substantial requirements for offsite improvements; (3) the improvements required to reduce cumulative traffic impacts to below a level of significance are infeasible from an After reviewing the Staff Report, the General Pfan Amendment, the Specific Plan Council has uding nonstandard intersection, expansion of roadways Amendment, and the Amended Development Agreement, the City oeyond planned build out, and regional roadways.

of basin-wide air quality is more appropriately discussed at the regional level, and it is neither feasible nor practicable for the Proposed Project to mitigate a regional issue. The which includes Los Angeles, Orange, Riverside and San Bernardino Counties. The issue project will incorporate mitigation measures that will reduce some of the cumulative impact associated with ozone precursors. Specific economic, legal, social, technological or other considerations make infeasible the Project alternatives identified in SEIR 02-37. 7.1.1.3 Racts in Support of Finding: Mitigation measures identified in the UCSP SEIR (2001) related to project construction that are still applicable to the Proposed Project include:

- Minimizing simultaneous operation of multiple construction equipment units to maximum area and acreage provided for each individual phase of the Specific Plan Amendment Phasing Plan.
- Use of low pollutant-emitting construction equipment
- Use of electrical construction equipment.
- Use of catalytic reduction for gasoline powered equipment
- Watering the construction area, including surface streets, to minimize fugitive dust. ις

7.1.2 Traffic/Circulation

approved Specific Plan identified measures that would mitigate direct project impacts of concluded that implementation of proposed and related projects will contribute to the contribute to significant cumulative impacts to traffic circulation associated with ongoing Specific Plan buildout to below a level of significance; however, lang-tenn regional The buildout of the University Commons Specific Plan (UCSP) would development in the area. The certified UCSP SEIR (2001) for the approved Specific Plan degradation of the existing circulation network, putting a demand on existing facilities, thus contributing to the cumulative adverse traffic impact to the community. cimulative traffic impacts would remain significant and unnitigable. 7.1.2.1 Impact(s):

identical to those in the approved Specific Plan. The Proposed Project includes an adjustment of land uses within the overall Specific Plan Area. The SEIR included a traffic impact analysis which utilized trip generation rates and pass-by assumptions that are consistent with the SANDAG trip generation manual. Additionally, independent traffic review of the Proposed Project was conducted by Urban Systems and Urban The Proposed Project will result in overall traffic generation and distribution nearly Crossroads. The result of these analyses concluded that the methods and assumptions utilized in the SEIR were adequate. The UCSP SEIR (2001) concluded there would be significant and unnitigated cumulative traffic impacts. Therefore, the findings in the UCSP SEIR (2001) of a significant cumulative traffic impact are still applicable under the Proposed Project.

RANCHO SAHITA FOR A-LANES

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A/A

Responsibility ⁽²⁾	City of San Marcos City of Carlsbad	City of Carlsbad
Reg	20 20 20 20 20 20 20 20 20 20 20 20 20 2	City of
Total Project EDU/ADT Threshold	Less than significant	Less than significant
 Specific Improvement	Widen to a six- lane prime	Widen intersection
Location	Marcos Boulevard from 1cho Santa Fe Road to	Irosc Drive Irosc Drive at Alga Road

Some readway improvements indicated in the table may be complete or in process.
Applicant to reimbor project frontage costs and proportionate fluiding for all offsite improvements to be determined by City Engineer and/or development agreement. The extension of Mellose Drive from Patom Street (Sparrow Way) to Sen Hijo Road is necessary for Phase Two.

itional mitgation measures, beyond those identified in the table above, for significant ulative roadway impacts are not practicable or feasible, as the required roadway overments to reduce the impacts would require the creation of nonstandard sections, and expansion of roadways beyond their planned buildout. Furthermore, the mision of roadways beyond their planned classification could result in the necessity to use property adjacent to the roadway, most likely through condemnation.

ect Alternatives

a SER 02-37 has evaluated two alternatives to the Project. Section 4.0 of Final R 02-37 provides detailed descriptions and analysis of the alternatives in adequate if for a decision on whether the alternatives should be adopted in iten of the Project.

ject Goals

onsidering and rejecting certain alternatives, the Project objectives must be weighed not the ability of the various alternatives to meet most of these objectives. The posed Project's objectives that were identified in Final SEIR 02-37 and considered in e Findings are:

Provide for the establishment of a master-planned community, consisting of up to a maximum of 1,224 residential units made up of single-family and multifamily housing opportunities, including affordable housing units.

Comply with the City of San Marcos Housing Element and the provisions of Ordinance 2000-1090, "Inclusionary Housing Programs", by providing the required number of affordable housing units onsite.

Provide community-scale shopping opportunities within the University Commons area to reduce dependence on automobiles.

YEAR 2010

RAW	DATA
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Intersection Number	Node Number	Intersection
1	7878	Rancho Santa Fe Rd/San Marcos Blvd
2	7944	Rancho Santa Fe Rd/Lake San Marcos Dr
3	8013	Rancho Santa Fe Rd/Camino Del Arroyo Dr
. 4	8242	Rancho Santa Fe Rd/Island Dr
5 .	7907	Melrose Dr/Palomar Airport Rd
6	8076	Melrose Dr/Rancho Bravado
7 .	8099	Melrose Dr/Poinsettia Ln/Paseo Corto
8	. 22233	Melrose Dr/Carillo Wy
9	8316	Melrose Dr/Alga Rd
10	8404	Rancho Santa Fe.Rd/Melrose Dr
11	8438	Rancho Santa Fe Rd/La Costa Meadows Dr
12	23261	Rancho Santa Fe Rd/San Elijo Rd
13	8712	Rancho Santa Fe Rd/La Costa Ave
14	8754	Rancho Santa Fe Rd/Camino De Los Coches
15	8793	Rancho Santa Fe Rd/Calle Barcelona
16	8820	Rancho Santa Fe Rd/Olivenhain Rd
17	8994	Rancho Santa Fe Rd/El Camino Del Norte
18	.8470	El Camino Real/Aviara Pkwy/Alga Rd
19	8625	El Camino Real/Costa Del Mar Rd
20	8677	I-5 SB Ramps/La Costa Ave
. 21 :	8671	I-5 NB Ramps/La Costa Ave
22	8669	Piraeus Ave/La Costa Ave
23	8645	Saxony Rd/La Costa Ave
24	8662	El Camino Real/La Costa Ave
25	8653	La Costa Ave/Viejo Castilla Wy
26	8658	La Costa Ave/Romeria St
27	8656	La Costa Ave/Cadencia St
28	8853	I-5 SB Ramps/Leucadia Blvd
29 .	8857	I-5 NB Ramps/Leucadia Blvd
. 30	8855	Clark Ave/Leucadia Blvd
31	8859	Saxony Rd/Leucadia Blvd
32	8851	Sidonia St/Leucadia Blvd
33	8849 ·	Quail Gardens Dr/Leucadia Blvd
34 .	8818	Garden View Rd/Leucadia Blvd
35	8829	Town Center Pl/Leucadia Blvd
36	8834	El Camino Real/Leucadia Blvd/Olivenhain Rd
37	22196	Amargosa Dr/Olivenhain Rd
38	8729	Calle Timiteo/La Costa Ave
39	8723	Camino De Los Coches/La Costa Ave
40	8540	San Elijo Road/Melrose Drive
41	8574	San Elijo Road/Fallsview Road

				Peak	•	
			combined	Hour	88	Total Mook Hour
	THRU	TO	purposes	Factor	Movement	Total Peak Hour
Rancho Santa			4477 971(0.000	SBL	45
8975	8994	.8996 9168	1174	0.038 0.038	SBT	586 .
8975	8994	8975	15430 10320	0.038	WBR	392
8996	8994		1958	0.038	WBL	74
8996	8994	9168 8975	11229	0.038	NBT	427
9168	8994	8996	267	0.038	NBR	10
9168 Rancho Santa	8994		201	0.000	145214	10
4287	8820	8793	0	0.038	SBL	0
	8820	8846	591	0.038	SBT	22
4287 4287	8820	22196	001	0.038	SBR	0
4207 8793	8820	4287	0	0.038	WBR	o ·
	8820	8846	8043	0.038	WBL	306
8793	8820	22196	18856		WBT	717
8793	8820	4287	169	0.038	NBT	6
8846	8820	8793	14935		NBR	568
8846 8846	8820	22196	11988	0.038	NBL	456
22196	8820	4287	0	0.038	EBL	. 0
22196	8820	8793	19666	0.038	EBT	. 747
22196 22196		8846	1579	0.038	EBR.	60
Rancho Sant			10, 0	0,000	,	
1063	8793	8754	2606	0.038	WBR	. 99
1063	8793	8820	3481	0.038	WBL	132
1063	8793	23253	2798	0.038	WBT	106
8754	8793	1063	615	0,038	SBL	23
8754	8793	8820	22846		SBT	868
8754	8793	23253	1020		SBR	39
8820	8793	1063	866		NBR	33
8820	8793	8754	33500		NBT	. 1273
8820	8793	23253	234		NBL.	. 9
23253	8793	1063	773	0.038	EBT	29
. 23253	8793	8754	2588	0.038	EBL	98
23253	8793	8820	. 572	0.038	EBR	22
Rancho Sant			Coches			•
8731	8754	8762	611		SBL	23
8731	8754	8793	22886	0.038	SBT	870
8762	8754	8731	3311	0.038		126
8762	8754	8793	1595			61
8793	8754	8731	36931			1403
8793	8754	8762	1764	0.038	NBR	67 .
Rancho San						
8707	8712	8729	4093		EBT	156
8707	8712	8731	4378		EBR	166
8707	8712	22194	8969			341
8729	8712	8707	. 3444			131
8729	8712	8731	358			14
8729	8712	22194	1395			53
8731	8712	8707	2164			· 82
8731	8712	8729	700			27
8731	8712	22194	37378			1420
22194	8712	8707	2610			99
22194	8712	8729	478			18
22194	8712	8731	18761	0.038	SBT	713

				Peak		
			combined	Hour		
FROM]	rhru	ТО	purposes	Factor	Movement	Total Peak Hour
Rancho Santa	Fe/San El	ijo Rd				464
8493	23261	8529	4773	0.038	SBL	181
8493	23261	22190	14412	0.038	SBT	548
8529	23261	8493	6027	0.038	WBR	229
8529	23261	22190	10153	0.038	WBL	386
22190	23261	8493	38763	0.038	NBT	1473
22190	23261	8529	18774	0.038	NBR	713
Rancho Santa		ita Meadov	vs inom	0.000	omi	75
8422	8438	8451	1985	0.038	SBL	75 729
8422	8438	8477	19185	0.038	SBT	72 9 27
8451	8438	8422	722	0.038	WBR	0
8451	. 8438	8477	0	0.038	WBL	1702
8477	8438	8422	44791	0.038	NBT	0
8477	8438	8451	0	0.038	NBR	U
Rancho Santa			#E00	0.038	SBR	212
8355	8404	8407	5583	0.038	SBL.	74
8355	8404	8411	1938		SBT	. 376
8355	8404	8422	9896 17559	0.038	EBL	667
8407	8404	8355	4457	0.038	EBT	169
8407	8404	8411	11274	0.038	EBR	428
8407	8404	8422	1541	0:038	WBR	59
8411	8404	8355 8407	. 8879	0.038	WBT	337
8411	8404	8422	. 0079	0.038	WBL	0
8411	8404	8355	21145	0.038	NBT	804
8422	8404	8407	24368	0.038	NBL	926
8422	8404 8404	8411	24000	0.038	NBR	0
8422 Rancho Santa			Ū	0.000	,,,,,,,	v
4313	8242	8214	0	0.038	EBL	0
4313	8242	8300	ő	0.038	EBR	0
8214	8242	4313	õ	0.038	SBR	Ö
8214	8242	8300	17417	0.038	. SBT	662
8300	8242	4313	0		NBL.	. 0
8300	8242	8214	. 40246	0.038	NBT	1529
Rancho Santa			Arroyo			
790	8013	7944	70	0.038	EBL	3
790	8013	8132	677	0.038	· EBR	26
790	8013	14917	218	0.038	EBT	8
7944	8013	790	52	0.038	· SBR	2
7944	8013	8132	14451	0.038	SBT	549
7944	8013	14917	2443	0.038	SBL	93
8132	. 8013	790	346	0.038	NBL	13
8132	8013	7944	43821	0.038	NBT	1665
8132	8013	14917	1138			43
14917	8013	790	58			2
14917	8013	7944	2489			95
14917	8013	8132	457	0,038	WBL	.17
Rancho Sanl	ta Fe Rd/La					
804	7944	7878	3698			141
804	7944	8013	494			19
7878	7944	804	615			23
7878	7944	8013	16452			625
8013	7944	804	321			12
8013	7944	7878	46059	0.038	NBT	1750
Rancho San		an Marcos	RJAq		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
7841	7878	7856	12193			463
7841	7878	7880	2057			78 270
7841	7878	7944	7112			270 264
7856	7878	7841	6938			264 654
7856	7878	7880	1721			954 25
7856	7878	7944	651	7 0.038	B EBR	۷۵

				Peak		
			combined	Hour		
FROM	THRU	TO	purposes	Factor	Movement	Total Peak Hour
7880	7878	7841	1810	0.038	WBR	69
7880	7878	7856	35315	0.038	WBT	1342
7880	7878	7944	9299	0.038	WBL	353
7944	7878	7841	22627	0.038	NBT	860
7944	7878	7856	2204	0.038	NBL	84
7944	7878	7880	24927	0.038	NBR	947
Melrose Dr/						
4268	8316	8292	785	0.038	WBR	30
4268	8316	8331	248	0.038	WBT	9
4268	8316	8407	485	0.038	WBL	18
8292	8316	4268	49	0.038	SBL	2
8292	8316	8331	1198	0.038	SBR	46
8292	8316	8407	. 10585	0.038	SBT	402
8331	8316	4268	94	0.038	EBT	4
8331	8316	8292	13673	0.038	EBL	520
8331	8316	8407	18504	0,038	EBR	703
8407	8316	4268	81	0.038	NBR	3
8407	8316	8292	34698	0,038	NBT	1319
8407	8316	8331	5526	0.038	· NBL	· 210
Melrose Dr/	Carillo Way					
808	22233	884	45	0.038	WBT	2
808	22233	8139	316	0.038	WBR	12
808	22233	8220	955	0.038	WBĻ	36
884	22233	808	42	0.038	EBT	2
. 884	22233	8139	2989	0.038	EBL	114
884	22233	8220	1401	0,038	EBR	53
8139	22233	808	140	0.038	SBL	5
8139	22233	884	394	0.038	SBR	15
8139	22233	8220	9476	0,038	SBT	360
8220	22233	- 808	430	0.038	NBR	16
8220	22233	884	521	0.038	NBL	20
8220	22233	8139	48205	0.038	NBT	1832
	/Poinsettia Lr		_		18/00	•
816	8099	8077	5	0.038	WBR	0
816	8099	8139	427	0.038	WBL	16
816	8099	8174	677	0.038	WBT	26
8077	8099	816	. 5	0.038	SBL	·0
8077	8099	8139	9181	0.038		349 171
8077	8099	8174	4501			. 10 . 10
8139	8099	816	262			1901
8139	8099	8077	50026			46
8139	8099	8174	1222			8
8174	8099	816	207			535
8174	8099	8077	14087			15
8174	8099 	8139	403	0.038	CON	10
	/Rancho Bra	vado 7907	. 887	0.038	EBL	34
4269	8076	7907 8077	163			6
4269		4269	81			3
7907			13524			514
7907	8076	8077	13024			3
8077		4269	64027			2433
8077	8076	7907	04027	0,030	ו היווו	ATOU.

•				Peak		
			combined	Hour		
FROM	THRU	то	purposes	Factor	Movement	Total Peak Hour
Melrose Dr/Pa						
7835	7907	7912	21409	0,038	SBR	814
7835	7907	7942	2979	0.038	SBL	113 .
7835	7907	8076	9216	0.038	SBT	350 746
7912	7907	7835	19639	0.038	EBL EBT	925
7912	7907	7942	24351 2861	0.038 0.038	EBR	109
7912	7907	8076	6096	0.038	WBR	232
7942	7907 7907	7835 _. 7912	40520	0.038	WBT	1540
7942	7907	8076	1527	0.038	WBL.	58
7942 8076	7907	7835	39833	0.038	NBT	1514.
· 8076	7907	7912	14417	0.038	NBL	548
8076	7907	7942	10664	0.038	NBR	405
El Camino Re			,			
8785	8834	8829	2157	0.038	SBL	82
8785	8834	8862	18438	0.038	SBT	701
8785	8834	22197	859	0.038	SBL	. 33
8829	8834	8785	679	0.038	EBL	26
8829	8834	8862	1123	0.038	EBR	43
8829	8834	22197	11254	880,0	EBT	428
8862	8834	8785	49079	0.038	NBT	1865
8862	8834	8829	225	0.038	NBL	9
8862	8834	22197	8274	0.038	NBR	314
22197	8834	8785	11355	0.038	WBR	431 .
22197	8834	8829	13398	0.038	WBT	509 407
22197	8834	8862	10706	0.038	WBL	407
El Camino R			2254	0.038	SBL	. 86
8647	8662 .	8660 8665	15625	0.038	SBR	594
8647 8647	8662 8662	8684	21250	0.038	. SBT	808
8660	8662	8647	10063	0.038	WBR	382
8660	8662	8665	5664	0.038	WBT	215
8660	8662	8684	1222	0.038	WBL	46
8665	8662	8647	19394	0.038	EBL	737
8665	8662	8660	2787	0.038	EBT	106
8665	. 8662	8684	2963	0,038	EBR	113
8684	8662	8647	70942	0.038	NBT	2696
8684	8662	8660	833	0.038	NBR	32
8684	8662	8665	5423	0.038	NBL	206
El Camino R	leal/Costa D				La Imm	440
1023	8625	8570	2960	0.038	WBR	112
1023	8625	8647	3503		SBL SBL	133 57
8570	8625	1023	1491 36579	0.038 0.038		1390
8570	8625 8625	8647 1023	2069			79
8647 8647	8625	8570	98803			3755
	8eal/Aviara F			0,000	1101	,
8426	8470	8467	797	0.038	SBR	30
8426	8470	8472	2105			80
8426	8470	8570	20458			777
8467	8470	8426	1828			69
8467	8470	8472	4674	0.038	EBT	178
8467	8470	8570	4272	0.038	EBR	162
8472	8470	8426	7360			280
8472	8470	8467	6552			249
8472	8470	8570	10434			396
8570	8470	8426	64733			2460
8570	8470	8467	22017			837
8570	8470	8472	14501	0.038	3 NBR	551

			•	Peak		
			combined	Hour		
FROM	THRU	ТО	purposes	Factor	Movement	Total Peak Hour
I-5 SB Ramp	os/La Costa A	Ve	5545	0.000	cml '	101
8623	8677	8671	2646	0.038 0.038	SBL SBR	362
8623	8677	8680	9532	0.038	SBT	0
8623	8677	8709	0 9763	0.038	WBT	371
8671	8677	8680	12216	0.038	WBL	464
8671	8677	8709	. 10653	0.038	EBT	405
8680	8677	8671 8709	2230	0.038	EBR	85
8680	. 8677 ps/La Costa A		2200	0.000		_
8670	рыльа Созіа л 8671	8654	28163	0.038	WBR	1070
8670	8671	8677	20780	0.038	WBT	790 .
8677	8671	8654	3928	0.038	EBL	149
8677	8671	8670	9370	0.038	EBT	356
8714	8671	8654	0	0.038	NBT	0
8714	8671	8670	4612	0.038	NBR	175
8714	8671	8677	1199	0.038	NBL	46
	ve/Piraeus St				-	
8645	8669	8670	24365	0.038	WBT	926
8645	8669	8706	530	0.038	WBL.	20
8670	8669	8645	13425	0.038	EBT	510
8670	8669	8706	557	0.038	EBR	21
8706	8669	8645	5597	0.038	NBR	213
. 8706	8669	8670	24579	0.038	NBL	934
La Costa A	ve/Saxony Rd				in A server	900
8665	8645	8669	23648	.0.038	WBT	899
8665	8645	8759	3063	0.038	WBL	116 711
8669	8645	8665	18707	0.038	EBT	12
8669	8645	8759	315		EBR	245
8759	8645	8665	6438 1246		NBR NBL	47
8759	8645	8669	1240	0,030	. IYUL	-71
	ve/Viejo Cast	ma vvy 8676	. 0	0.038	SBL	0
1030	8653	22980	. 5026			191
1030	, 8653 8653	1030	0020			0
8676		22980	9498			361
8676 22980		1030	478			18
22980		8676	4001			152
	\ve/Romeria S					
1030		8656	2666	0.038	SBL	101
1030		8672	C		SBR	0
1030		22984	136			5
8656		1030	439			17
8656		8672	9498	80,038		361
8656		22984	(0.038		0
8672		1030	(0
8672		8656	4001			152
8672	8658	22984		0.038		0
22984	8658	1030	71			3
22984		8656	114			4
22984		8672	(0.038	B NBL	0
	Ave/Cadencia		*			* * * *
. 1024		8658				141
1024		8686				179
8658		1024				20 · 238
8658		8686				236 32
8686		1024				236
8686	8656	8658	621	7 0.03	U 9901	200

CDOM T	HRU	то	combined purposes	Peak Hour Factor	Movement	Total Peak Hour
FROM T La Costa Ave/0	nku Talia Timiter		parpooco	, 40101		
1054	8729	1056	729	0.038	SBT	28
1054	8729	8712	1000	0.038	SBR	38
1054	8729	8723	1734	0,038	SBL	66
1054	8729	1054	1069	0.038	NBT	41
1056	8729	8712	2740	0.038	NBL	104
1056	8729	8723	355	0.038	NBR	13
8712	8729	1054	2056	0.038	EBL	78
8712	8729	1056	1373	0.038	EBR	52
8712	8729	8723	1841	0,038	EBT	70
8723	8729	1054	3507	0.038	WBR 1	133
8723	8729	1056	203	0,038	WBL	8
8723	8729	8712	1457	0.038	WBT	55
SB I-5 Ramps/						
8812	8853	8852	1369	0,038	SBR	52
8812	8853	8856	3192	0.038	SBL	121
8812	8853	8876	0	0.038	SBT ·	0
8852	8853	8856	27587	0.038	EBT	1048
8852	8853	8876	5997	0.038	EBR	228
8856	8853	8852	4337	0.038	WBT	165
8856	8853	8876	10262	0.038	WBL.	390
NB I-5 Ramps						
8855	8857	8848	6154	0.038	WBR	234
8855	8857	8856	13242	0.038	WBT	503
8856	8857	8848	23085	0.038	EBL.	877
8856	8857.	8855	7694	0.038	EBT	292
8897	8857	8848	199	0.038	NBT	8
8897	8857	8855	6931	0.038	NBR	263
8897	8857	8856	1357	0.038	NBL	52
Leucadia Blvo						
1068	8855	1091	16	0.038	SBT	1
1068	8855	8857	938	0,038	SBR	36
1068	8855	8858	720	0.038	SBL	. 27
1091	8855	1068	13	0.038	NBT	0
1091	8855	8857	2397	0.038	NBL	91
1091	8855	8858	715	0,038		27
8857	8855	1068	192	0.038		7
8857	8855	1091	256			10
8857	8855	8858	14178			539
8858	8855	1068	141			. 5
8858	8855	1091	. (0
8858	8855	8857	16060	0.038	3 WBT	610
Leucadia Blv	d/Saxony R					
8838	8859	8851	154			6
8838	8859	8858	1100			42
8838	8859	8891	320			122
8851	8859	8838		0.038		0
8851	8859	8858	1440:			547
8851	8859	8891	356			136 6
8858	8859	8838				
8858	8859	8851	1477			561 25
8858	8859	8891				25 162
8891	8859	8838				81
8891	8859	8851				27
8891	8859	8858	69	9 0.03	O IAD#	۷1
Leucadia Bh				6 000	8 SBT	0
1076	8851	1090		6 0.03		. 31
1076	8851	8849				28.
1076	8851	8859		2 0.03		0
1090	8851	1076				35
1090	8851	8849	, 91	0.00		~~

			combined	Peak Hour		
FROM	THRU	TO	purposes	Factor	Movement	Total Peak Hour
 1090	8851	8859	426	0.038	NBL	16
8849	8851	1076	313	0,038	WBR	12
8849	8851	1090	0	0.038	WBL	0
8849	8851	8859	16807	0.038	WBT	639
8859	8851	1076	. 228	0.038	EBL	9
8859	8851	1090	0	0.038	EBR	0
8859	8851	8849	16833	0.038	EBT	640

				Peak		
	al (15) (1	T^	combined	Hour Factor	Movement	Total Peak Hour
FROM 1	THRU Ouell Cards	TO ne Dr	purposes	racioi	MOVERNER	TOTALL CAN LINUX
8818	8849	8822	240	0.038	WBR	9
8818	8849	8851	15127	0,038	WBT	575
8818	8849	8871	- 5313	0.038	WBL	202
8822	8849	8818	1128	0.038	SBL	43
8822	8849	8851	0	0.038	SBR	0
8822	8849	8871	710	0.038	SBT	27
8851	8849	8818	17471	0.038	EBT	664
8851	8849	8822	17	0.038	EBL	1
8851	8849	8871	1079	0.038	EBR	41
8871	8849	8818	7231	0.038	NBR NBT	275 7
8871	8849	8822	178	0.038	NBL	76
8871	8849 .	8851	1994	0.038	IADI	70
Leucadia Blvd		8829	113	0.038	SBL	4
8786	8818 8818	8849	5749	0,038	SBR	218
8786	8818	8905	331	0.038	SBT	13
8786 8829	8818	8786	430	0.038	WBR	16
8829	8818	8849	12892	0.038	WBT	490
8829	8818	8905	10	0.038	WBL	0
8849	8818	8786	6057	0.038	EBL	230
8849	8818	8829	16954	0.038	EBT	644
8849	8818	8905	2818	0.038	EBR	107
8905	8818	8786	3718	0.038	NBT	141
8905	8818	8829	430		NBR	16
8905	8818	8849	2038	0.038	NBL	77
Leucadia Blvo	d/Town Cent					45
1073	8829	1083	461	0.038	SBT	18
1073	8829	8818	843		SBR	32
1073	8829	8834	0			0 . 17
1083	8829	1073	448 574			. 17
1083	8829	8818 8834	975			37
1083 8818	8829 8829	1073	3492			133
8818	8829	1073	1923			73
8818	8829	8834	12082			459
8834	8829	1073				0
. 8834	8829	1083	3868	0.038	WBL	147
8834	8829	8818	11915	0.038	WBT	453
Olivenhain R	d/Amargosa	Dr				_
4287	22196	8820	(0
4287	22196	8865	36			1
4287	22196	22197	5049			192
8820	22196	4287		0.038		0 6
8820	22196	8865	146 3069			1167
8820	22196	22197 4287	5008			2
8865	22196 22196	8820				66
8865 8865	22196	22197	161			61
22197	22196	4287				19
22197	22196	8820				741
22197	22196	8865			B EBR	8
Camino De l						
1051	8723	8729	178			68
1051	8723	8740				52
8729	8723	1051				57
8729	8723	8740				92 52
8740	8723	1051				52 128
8740	8723	8729	337	8 0.03	0 14DE	120
San Elijo Ro 8517	ad/Meirose 8540	Dr 8529	98	5 0.03	8 SBR	37
001/	0040	0020	. 30	0.00		•

				Peak		
			combined	Hour		
FROM	THRU	TO	purposes	Factor	Movement	Total Peak Hour
8517	8540	8574	942	0.038	SBL	36
8529	8540	8517	1000	0.038	EBL	38
8529	8540	8574	19616	0.038	EBT	745
8574	8540	8517	7273	0.038	WBR	276
8574	8540	8529	16113	0.038	WBT	612
San Elijo Ro	ad/Fallsview	Road				
999	8574	8540	2848	0.038	NBL	108
999	8574	8578	1420	0.038	NBR	54
8540	8574	999	901	0.038	EBR	34
8540	8574	8578	19657	0.038	EBT	747
8578	8574	999	576	0.038	WBL	22
8578	8574	8540	20538	0.038	WBT.	780

Note:

Based on data provided by SANDAG

					Peak		
			Com	bined	Hour		
FROM T	HRU .	ТО		oose	Factor	Movement	Total Peak Hour
Rancho Santa	Fe/El Cami	no Del No	orte				
8975	8994	8996		6024	0.034	SBL	205
8975	8994	9168		13458	0.034	SBT	458
8996	8994	8975		1846	0.034	·WBR	63
8996	8994	9168		1140	0.034	WBL	39
9168	8994	8975		15071	0.034	NBT	512
9168	8994	8996		1886	0.034	NBR	64
Rancho Santa	Fe/Olivenh	ain Rd		,		_	•
4287	8820	8793		0	0.034	SBL	0
4287	8820	8846		209	0.034	SBT	7
4287	8820	22196		0	0.034	SBR	0
8793	8820	4287		0	0.034	WBR	0
8793	8820	8846		14918	0,034	WBL	507
8793	8820	22196		22105	0.034	WBT	752
8846	8820	4287		479	0.034	NBT	16
8846	8820	8793		8084	0.034	NBR	275
8846	8820	22196		2470	0.034	NBL	84
22196	8820	4287		0	0.034	EBL	0
22196	8820	8793		27431	0.034	EBT	933
22196	8820	8846		12398	0.034	EBR	422
Rancho Santa	Fe/Calle B	arcelona					
1063	8793	8754		830	0.034	WBR	28
1063	8793	8820		1420	0.034	WBL.	48
1063	8793	23253		1016	0.034	WBT	35
8754	8793	1063		2550	0.034	SBL	87
8754	8793	8820		35336	0.034	SBT	1201
8754	8793	23253		2866	0.034	SBR	97
8820	8793	1063		5162	0.034	NBR	176
8820	8793	8754		29856	0.034	NBT	1015
8820	8793	23253		498	0.034	NBL.	17
23253	8793	1063		2799	0.034	EBT	95
23253	8793	8754		2375	0.034	EBL ·	81
23253	8793	8820		266	0.034	EBR	9
Rancho Sant	a Fe/Camin	o De Los	Coch	es			
8731	8754	8762		1947		SBL	66
8731	8754	8793		39213			. 1333
8762	8754	8731		524			18
8762	8754	8793		1538			. 52
8793	8754	8731		29899			1017
8793	8754	8762		3162	0.034	NBR	108
Rancho San	ta Fe/La Co	sta Ave					
8707	8712	8729		6574			224
8707	8712	8731		1042			35
8707	8712	22194		2377			81
8729	8712	8707		5790			197
8729	8712	8731		2066			
8729	8712	22194		758			26
8731	8712	8707		5088			173
8731	8712	8729		372			127
8731	8712	22194	ļ	2160			735
22194	8712	8707	,	1008			343
22194	8712	8729		154			52
22194	8712	8731	ļ	3805	2 0.03	4 SBT	1294

			a	f. f.,	Peak		
	wit (look) j	***C		bined pose	Hour Factor	Movement	Total Peak Hour
FROM Rancho Santa	THRU	TO	Puij	pose	Factor	Movement	Total Car riou
8493	23261	8529		5263	0.034	SBL	179
8493	23261	22190		32490	0.034	SBT	1105
8529	23261	8493		1206	0.034	WBR	41
8529	23261	22190		27242	0.034	WBL	926
22190	23261	8493	•	18782	0.034	NBT	639 ·
22190	23261	8529		14001	0.034	NBR	476
Rancho Santa	ı Fe/La Cost	a Meado	WS				
8422	8438	8451		8306	0.034	SBL.	282
8422	8438	8477		37753	0.034	SBT	1284
8451	8438	8422		1696	0.034	WBR	58
8451	8438	8477		0	0.034	WBL	0
8477	8438	8422		19988	0.034	NBT	680 0
8477	8438	8451		0	0.034	NBR	U
Rancho Santa				20440	0.034	SBR	694
8355	8404	8407		20410 1599	0.034	SBL	54
8355	8404	8411 8422		23198	0.034	SBT	789
8355	8404	8355		6934	0.034	EBL	236
8407	8404	8411		11016	0.034	EBT	375
8407	8404 8404	8422		22861	0.034	EBR	777 -
8407	8404	8355		2552	0.034	WBR	87
8411 8411	8404	8407	•	8538	0.034	WBT	290
8411	8404	8422	•	0	0,034	WBL	0 .
8422	8404	8355		12324	0.034	NBT	419
8422	8404	8407		9360	0.034	NBL	318
8422	8404	8411		0	0.034	NBR	0
Rancho Sant					•		
4313	8242	8214		0	0.034	EBL	0
4313	8242	8300		0	0.034	EBR	0
8214	8242	4313		0	0.034	SBR	0
8214	8242	8300		45207	0.034	SBT	. 1537
8300	8242	4313		0	0.034	NBL	0
8300	8242	8214		21810	0.034	NBT	742
Rancho San	ta Fe Rd/Ca		Arroy			pro res t	0
790	8013	7944		62		EBL	2 · · 15
790	8013	8132		428		EBR	· 15
790	8013	14917		192		EBT SBR	3 .
7944	8013	790		88			1730
7944	. 8013	8132		50891 5550	0,034 0,034		189
7944	8013	14917 790		778			26
8132	8013 8013	7944		20860			70,9
8132 · 8132	8013	14917		1303			44
14917	8013	790		475			16
14917	8013	7944		6030			205
14917	8013	8132		2437			83
Rancho San				s Dr			
804	7944	7878		1237	0.034	WBR	42
804	7944	8013	;	509	0.034	WBL	17
7878	7944	804	į.	4583			156
7878	7944	8013	3	56021			1905
8013	7944	804		650			22
8013	7944	7878		26303	3 0,034	NBT	894
Rancho Sar	nta Fe Rd/Sa			l		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	pa pr. M
7841	7878	7856	}	9650			328
7841	7878	7880		3852			131
7841	7878	7944		30030			1021
7856	7878	784		8850			. 301 1339
7856	7878	7880		3937			183
7856	7878	7944	4	537	0.034	+ CDK	100

				Peak		
			Combined	Hour		
FROM	THRU	TO	Purpose	Factor		Total Peak Hour
7880	7878	7841	3852	0.034	WBR	131
7880	7878	7856	19089	0.034	WBT	649
7880	7878	7944	25202	0.034	WBL	857
7944	7878	7841	12617	0.034	NBT	429
7944	7878	7856	1175	0.034	NBL	40
7944	7878	7880	13748	0.034	NBR	467
Melrose Dr//	Alga Rd		•			
4268	ັ 8316	8292	135	0.034	WBR	5
4268	8316	8331	131	0.034	WBT	4
4268	8316	8407	146	0.034	WBL	5
8292	8316	4268	730	0.034	SBL	25
8292	8316	8331	11816	0.034	SBR	402
8292	8316	8407	24777	0.034	SBT	842
8331	8316	4268	508	0.034	EBT	17
. 8331	8316	8292	1690	0.034	EBL	57
8331	8316	8407	16316	0.034	EBR	555
8407	8316	4268	595	0.034	NBR	20
8407	8316	8292	11588	0.034	NBT	394
8407	8316	8331	21584	0.034	NBL	734
Melrose Dr/	Carillo Way					_
808	22233	884	52	0.034	WBT	2
.808	22233	8139	261	0.034	WBR	9
808	22233	8220	514	0.034	WBL	17 ·
884	22233	808	63	0.034	EBT	, 2
884	22233	8139	1017	0.034	EBL	35
884	22233	8220	. 826	0.034	EBR	28
8139	22233	808	732	0.034	SBL	25
8139	22233	884	3874	0.034	SBR	132
8139	22233	8220	35983	0.034	SBT	1223
8220	22233	808	1129	0.034	NBR	38
8220	22233	884	1703	0.034	NBL	58
8220	22233	8139	10581	0.034	NBT	360
	/Poinsettia Lr	1		0.004	MIDE	
816	8099	8077	5	0.034	WBR	0
816	8099	8139	363	0.034	WBL	12 11·
816	8099	8174	338	0.034	WBT	
8077	8099	816	7	0.034	SBL	0 1274
8077	8099	8139	37478	0.034	SBT	523
8077	8099	8174	15387	0,034		15
8139	8099	816	448	0.034	NBR NBT ·	353
8139	8099	8077	10395	0.034		35
8139	8099	8174	1017	0.034		37
8174	8099	816	1093			434 .
8174		8077	12779			93
8174		8139	2749	0.034	EDIT	90
	r/Rancho Bra	Vago	470	0.034	EBL	6
4269		7907	173			4
4269		, 8077				35
7907		4269				1793
7907		8077				9
8077		4269				779
8077	8076	7907	22926	0.034	l db (110

					Peak		·
			Comb	ined	Hour		
FROM	THRU	то	Purp		Factor	Movement	Total Peak Hour
Melrose Dr/P							
7835	7907	7912		23959	0.034	SBR	815
7835	7907	7942		3367	0.034	SBL	114
7835	7907	8076		36622	0.034	SBT	1245
7912	7907	7835		13190	0.034	EBL	448
7912	7907	7942		39557	0.034	EBT EBR	1345 186
7912	7907	8076		5457	0.034 0.034	WBR	75
7942	7907	7835		2215 33196	0.034	WBT	1129
7942	7907 7907	7912 8076		11703	0.034	WBL	398
7942	7907 7907	7835		15120	0.034	NBT	514
8076 8076	7907 7907	7912		3913	0.034	NBL	133
8076	7907	7942		4066	0.034	· NBR	138
El Camino R				1000	0.00	•	
8785	8834	8829		2036	0.034	SBL	69
8785	8834	8862	•	44187	0.034	SBT	1502
8785	8834	22197		8300	0.034	SBL	282
8829	8834	8785		4361	0.034	EBL	148
8829	8834	8862		875	0.034	EBR	. 30
8829	8834	22197		19601	0.034	EBT	666
8862	8834	8785		24125	0.034	NBT	820
8862	8834	8829		3180	0.034	NBL	108
8862	8834	22197		16614	0.034	NBR	565
22197	8834	8785		1339	0.034	WBR	46
22197	8834	8829		12651	0.034	WBT	430
22197	8834	8862		11296	0.034	WBL	384
El Camino R	eal/La Costa	Ave	,				
8647	8662	8660		8754	0.034	SBL	298
8647	8662	8665		17752		SBR	604
8647	8662	8684		71908	0.034	SBT	2445
8660	8662	8647		2271	0.034	WBR	77
8660	8662	. 8665		3353	0.034	WBT	114
8660	8662	8684		1094	0.034	WBL	37
8665	8662	8647		13242	0.034	EBL	450
8665	8662	8660		6950	0.034	EBT EBR	236 218
8665	8662	8684	•	6399	0.034 0.034	NBT	1026
8684	8662	8647		30167 1361	0,034	NBR	46
8684	8662 8662	8660 8665		4525	0.034	NBL	154
8684	oooz ≀eal/Costa D			7020	0.00-1	11111	
1023	8625	8570		3824	0.034	WBR	130
1023	8625	8647		5747		WBL	195
8570	8625	1023		5278		SBL	179
8570	8625	8647		93161		SBT	3167
8647	8625	1023		6409			218
8647	8625	8570		40155	0.034	NBT	1365
	Real/Aviara F		Rd				
8426	8470	8467		2315	0.034	SBR	. 79
8426	8470	8472		6098	0.034		207
8426	8470	8570		63721			2167
8467	8470	8426		1041			35
8467	8470	8472		13174			448
8467	8470	8570		19822			674
8472	8470	8426		1039			35
8472	8470	8467		7070			240
8472	8470	8570		13993			476
8570	8470	8426		18585			632
8570	8470,	8467		7530			256 473
8570	8470 _.	8472		13899	0.034	NBR	4/3

			Oznakland	Peak Hour		
FROM	THRU	то	Combined Purpose	Factor	Movement	Total Peak Hour
I-5 SB Ramps			1 aspose	1 43(0)	1110101110111	
8623	8677	8671	13039	0.034	SBL	443
8623	8677	8680	6718	0.034	SBR	228
8623	8677	8709	. 0	0.034	SBT	0
8671	8677	8680	11031	0.034	WBT	375
8671	8677	8709	3514	0.034	WBL	119
8680	8677	8671	11701	0.034	EBT	398
8680	8677	8709	1520	0.034	EBR	52
I-5 NB Ramps	s/La Costa A					
8670	8671	8654	5538	0.034	WBR .	188
8670	8671	8677	12318	0.034	WBT	419
8677	8671	8654	2570	0.034	EBL	87
8677	8671	8670	22169	0.034	EBT	754
8714	8671	8654	0	0.034	NBT	0
8714	8671	8670	9657	0.034	NBR	328 76
8714	8671	8677	2227	0,034	NBL	70
La Costa Ave		0.70	16441	0.034	WBT	559
8645	8669	8670	1751	0.034	WBL	60
8645	8669	8706	28587	0.034	EBT	972
8670	8669	8645 8706	3240	0.034	EBR	110
8670	8669	8645	1062		NBR	36
8706 8706	8669 . 8669	8670	1415	0.034	NBL	48
La Costa Ave			1-710	0.00		
8665	8645	8669	17870	0.034	WBT	608
8665	8645	8759	7760	0.034	WBL	264
8669	8645	8665	25603	0.034	EBT	871 .
8669	8645	8759	4046	0.034	EBR	138
8759	8645	8665	987	0.034	NBR	34
8759	8645	8669	322	0.034	NBL	11
La Costa Ave	e/Viejo Casti	ila Wy				
1030	8653	. 8676	0	0.034	SBL	0
1030	8653	22980	944	0,034	SBR	. 32
8676	8653	1030	0	0.034	WBR	0
8676	8653	22980	4918	0.034	WBT	167
22980	8653	1030	6326		EBL	215
22980	8653	8676	9317	0.034	EBT	317
La Costa Av			0.40	0.004	CDI	29
1030	8658	8656	849	0.034 0.034	SBL SBR	0
1030	8658	8672	0 87		SBT	3
1030	8658	22984 1030			WBR	109
8656	8658	8672	4918		WBT	167
8656 865 6	8658 8658	22984	0		WBL	Ö.
8672	8658	1030	o			ō
8672	8658	8656	9317			317
8672	8658	22984	0			0
22984	8658	1030	132			4
22984	8658	8656				17
22984	8658	8672			NBL	0
La Costa Av			•			•
1024	8656	8658	654			22
1024	8656	8686	1474			50
8658	8656	1024				148
8658	8656	8686				215
8686	8656	1024				181
8686	8656	8658	7457	7 0.034	WBT	254

			Combined	Peak Hour		
FROM 7	'HRU	TO	Purpose	Factor	Movement	Total Peak Hour
La Costa Ave/	Calle Timite					
1054	8729	1056	3374	0.034	SBT	115 146
1054	8729	8712	4300	0.034	SBR SBL	281
1054	8729	8723	8264 2721	0.034 0.034	NBT	93
1056	8729	1054 8712	2279	0.034	NBL	77
1056 1056	8729 8729	8723	373	0.034	NBR	13
8712	8729	1054	6377	0.034	EBL	217
8712	8729	1056	3089	0.034	EBR	105
8712	8729	8723	2376	0.034	EBT	81
8723	8729	1054	4885	0.034	WBR	166
8723	8729	1056	380	0.034	WBL	13
8723	8729	8712	2036	0.034	WBT	69
SB I-5 Ramps			0004	0.004	000	126
8812	8853	8852	3694 ⁻	0.034 0.034	SBR SBL	268
8812	8853	8856	7870 0	0.034	SBT	0
8812	8853	8876 8856	7285	0.034	EBT	248
8852	8853 8853	8876	2183	0.034	EBR	74
8852 8856	8853	8852	13079	0.034	WBT	445
8856	8853	8876	9528	0.034	WBL	324
NB I-5 Ramps			•			
8855	8857	8848	5147	0.034	WBR	175
8855	8857	8856	16362	0.034	WBT	556
8856	8857	8848	2098	0.034	EBL	71
8856	8857	8855	13058	0.034	EBT	444
8897	8857	8848	1144	0.034	NBT	39 386
8897	8857	. 8855	11347	0.034	NBR NBL	212
8897	8857	8856	6245	0,034	1401	. 212
Leucadia Bivo		1091	15	0,034	SBT	1
1068 1068	8855 8855	8857		0.034	SBR	11
1068	8855	8858	. 0	0.034	SBL	0
1091	8855	1068	16	0.034	NBT	1
1091	8855	8857	479	0.034		16
1091	8855	8858	0	0.034		0
8857	8855	1068	1684	0.034		57
8857	8855	1091	1974			67
8857 *	8855	. 8858	20748			705 34
8858	8855	1068	986 0			0
8858	8855 8855	1091 8857	20711	0.034		704
8858 Leucadia Blv			20111	0,001		
. 8838	8859	8851	1920	0.034	SBL	65
8838	8859	8858	587			20
8838	8859	8891	6084	0.034	SBT	207
8851	8859	8838				3
8851	8859	8858				683
8851	8859	8891	5301			180
8858	8859	8838				31
8858	8859	8851				636 39
8858	8859	8891				56
8891	8859	8838 8851				219
8891 8891	8859 8859	8858				35
Leucadia Bl						
1076	8851	1090) 20	0.03		1
1076	8851	8849			4 SBL	24
1076	8851	8859	50			17
1090	8851	1076	3	8 0.03		0
. 1090	8851	8849	3 . 25	6 0.03	4 NBR	9

	FROM	THRU	TO	Combined Purpose	Peak Hour Factor	Movement	Total Peak Hour
-	1090	8851	8859	57	0.034	NBL	2
	8849	8851	1076	1154	0.034	WBR	39
	8849	8851	1090	0	0.034	WBL	0
	8849	8851	8859	24918	0.034	WBT	847
	8859	8851	1076	882	0.034	EBL	30
	8859	8851	1090	0	0.034	EBR	0
	9950	8851	8849	26177	0.034	EBT	890

			Combined	Peak Hour		
FROM	THRU	ТО	Purpose	Factor	Movement	Total Peak Hour
Leucadia Bivo						
8818	8849	8822	1875	0.034	WBR	64
8818	8849	8851	24977	0.034	WBT	849
8818	8849	8871	10227	0.034	WBL	348
8822	8849	8818	516	0.034	SBL	18
8822	8849	8851	0	0.034	SBR	0
8822	8849	8871	358	0.034	SBT	. 12
8851	8849	8818	24228	0.034	EBT	824
8851	8849	8822	18	0.034	EBL	1 98
8851	8849	8871	2892	0.034	EBR	138
8871	8849	8818	4048	0.034	NBR NBT	21
8871	8849	8822	612 1 1095	0.034 0.034	NBL	37
8871	8849	8851	1095	0.034	NDL .	31
Leucadia Blvo		8829	930	0.034	SBL	32
8786	8818		9225	0.034	SBR	314
8786	8818 8818	8849 8905	10804	0.034	SBT	367
8786 8829	8818	8786	359	0.034	WBR	12
8829	8818	8849	24101	0.034	WBT	819
8829	8818	8905	1325	0.034	WBL	45
8849	8818	8786	6371	0.034	EBL	217
8849	8818	8829	19674	0.034	EBT	669
8849	8818	8905	2748	0.034	EBR	93
8905	8818	8786	2226	0.034	NBT	76
8905	8818	8829	143	0.034	NBR	5
8905	8818	. 8849	3754	0.034	NBL	128
Leucadia Blv						
1073	8829	1083	1742	0.034	SBT	- 59
1073	8829	8818	7069	0,034	SBR	240
1073	8829	8834	0	0.034	SBL	0
1083	8829	1073	1758	0.034	NBT	60
1083	8829	8818	3877	0.034	NBL	132
1083	8829	8834	7651	0.034	NBR	260
8818	8829 .	1073	2004	0.034	EBL	- 68
8818	8829	1083	1557	0,034	EBR	53
8818	8829	8834	17186	0.034	EBT	584
. 8834	8829	1073	0	0.034	WBR	0
8834	8829	1083	3028	0.034	WBL.	103
8834	8829	8818	14839	0.034	WBT	505
Olivenhain R			0	0.024	SBL	0
4287	22196	8820	0 35	0.034 0.034	SBT	1
4287	22196	8865	1109	0.034		38
4287 · 8820	22196 22196	22197 4287	0	0.034	WBR	. 0
. 8820	22196	8865	582	0.034		20
8820	22196	22197	23992	0.034		816
8865	22196	4287	95	0.034		3
8865	22196	8820	541	0.034		18
8865	22196	22197	432			15
22197	22196	4287	6570			223
22197	22196	8820	39288			1336
22197	22196	8865	2161			73
Camino De						
1051	8723	8729	2807	0,034	WBT	95
1051	8723	8740	689			23
8729	8723	1051	4086			139
. 8729	8723	8740	6927			· 236
8740	8723	1051	536			18
8740	8723	8729	4494	0.034	NBL	153
San Elijo Ro						
8517	8540	8529	1759	0.034	SBR	60

			Combined	Peak Hour	• • • • • • • • • • • • • • • • • • • •	watal Baatallaga
FROM	THRU	TO	Purpose	Factor		Total Peak Hour
8517	8540	8574	10235	0.034	SBL	348
8529	8540	8517	1844	0.034	EBL	63
8529	8540	8574	18012	0.034	EBT	612
8574	8540	8517	7060	0.034	WBR	240
8574	8540	8529	16628	0.034	WBT	565
San Elijo Ro	ad/Fallsview	Road .				
999	8574	8540	999	0.034	NBL	34
999	8574	8578	843	0.034	NBR	29
8540	8574	999	3217	0.034	EBR	109
8540	8574	8578	25030	0.034	EBT	851
8578	8574	999	1895	0.034	WBL	6,4
8578	8574	8540	22689	0.034	WBT	. 771

Note:

Based on dala provided by SANDAG

APPENDIX A, B & C

INPUTS AND ASSUMPTIONS FOR INTERSECTION CAPACITY ANALYSIS USING THE HIGHWAY CAPACITY MANUAL (HCM) METHOD

Arrival Type = 3-5 (Arrival type 5 used at all locations).
Cycle Length (C) = Min. 120-140 seconds (as determined by City Traffic Engineer).
Ideal Saturation Flow Rate for HCM software = 1,800 pcphpl left-turns, 2,000 pcphpl through movements.
Yellow Interval = 4 sec.
All - Red = 1 sec.
Minimum Heavy Vehicles = 2%.
Peak Hour Factor (PHF) = 0.95.
I-Value = 1.00 (If lower than 1.00 additional data provided to quantify the upstream V/C of contributing lane groups).

Note: For major intersections, an extra data page is provided showing the Saturation Flow Rate and I-Value used.

TABLE 6-4

Year 2010 Intersection Levels of Service Summary

***************************************	A control of the cont		Year 2010	2010			>	Year 2010 + Project	+ Proje	sct			
	and the second s	AM Peak Hour	k Hour	PM Peak Hour	K Hour	AM Peak Hour	k Hour	۵	0	PM Peak Hour	k Hour	Þ	SQ.
	Intersection	Delay	ros	Delay	ros	Delay	ros	>	5	Delay	ros		
100											を でんぱ	1.00 miles (80)	
-	Rancho Santa Fe Rd. / San Marcos Blvd.	49.3	Ω	145.4	ĮT,	49.6	D	0.3	z	146.9	E4	1.5	z
	Rancho Santa Fe Rd. / Lake San Marcos Dr.	23.2	U	13.8	В	23.9	Ŋ	0.7	Z	13.9	В	0.1	z
m	Rancho Santa Fe Rd. / Carnino Del Arroyo Dr.	22.4	O	24.4	υ	22.9	C	0.5	Z	25.2	ט	8.0	z
4	Rancho Santa Fe Rd. / Island Dr.	2.9	Ą	2.5	4	2.9	Ą	0.0	z	2.5	A	0.0	z
\ \ \	Melrose Dr. / Palomar Airport Rd.	47.3	Q	46.1	Ω	47.4	Q	0.1	Z	48.3	Ω	2.2	z
9	Melrose Dr. / Rancho Bravado	15.7	В	13.7	В	16.0	Д	0.2	Z	13.9	മൂ	0.2	Ż
-	Melrose Dr. / Poinsettia I.n./Paseo Corto	21.7	U	21.0	ບ	21.9	ນ	0.1	Z.	21.1	C	0.1	z
· «	Melrose Dr. / Carillo Wv.	16.9	В	16.5	В	17.5	m	9.0	Z	17.1	В	0.6	Z
	Malrose Dr. / Aloa Bd	27.1	U	24.3	U	27.5	U	0.5	Z	25.8	U	2.5	z
, 2	Rancho Santa Fe Rd. / Melrose Dr.	43.9	D	35.0	Ω	46.8	Ω	2.4	Z	36.3	Ω	1.3	z
2 =	Rancho Santa Fe Rd / San Eliio Rd	36.2	Ω	32.2	υ	39.5	Д	3.3	Z	36.9	Δ	4.7	z
- 2	Rancho Santa Fe Rd. / Camino Junipero	10.1	В	11.7	В	10.8	മ	0.7	Ň	13.2	В	1.5	z
	Rancho Santa Fe Rd. / La Costa Ave.	33.0	O	33.6	O	39.6	Ω	6.8	N	41.3	Ω	7.7	z
7 7	Rancho Santa Fe Rd. / Camino De Los Coches	7.4	A	5.7	Ą	7.1	¥	0.0	Ż	5.2	Ą	0.0	Z
15	Rancho Santa Fe Rd. / Calle Barcelona	21.8	О	17.3	В	22.8	บ	1.0	Z	18.4	Ω	1.1	z
2 2	Rancho Santa Fe Rd. / Olivenhain Rd.	27.3	С	26.5	C	32.3	U	5.1	z	33.4	υ	6.9	Z
17	Rancho Santa Fe Rd. / Fl Camino Del Norte ①	72.6	H	27.7	Ω	84.8	Ħ	12.2	⊁	41.9	ш	14.2	Y
. 81		32.8	C	51.0	D	33.1	C	0.3	z	53.8	Ω	2.8	z
19	El Carnino Real / Costa Del Mar Rd.	7.4	A	6.2	Ą	7.7	¥	0.3	z	6.2	Ą	0.0	z
20	I-5 SB Ramps / La Costa Ave.	33.4	υ	22.0	၁	34.8	U	1.4	z	22.3	C	0.3	Z
21	I.5 NB Ramps / La Costa Ave.	13.5	В	18.4	В	13.6	В	0.1	Z	18.9	В	0.5	z
22	Piraeus St. / La Costa Ave.	4.7	¥	4.6	Ą	4.7	A	0.0	Z	4.6	Ą	0.0	z
23	Saxony Rd / La Costa Ave.	4.2	Ą	4.8	Ą	4.2	Ą	0.0	z	4.8	Ą	0.0	z
P.C	Fl Camino Real / La Costa Ave.	45.5	۵	52.6	Ω	45.7	Д	0.2	Z	54.2	Ω	1.6	z
25	Viejo Castilla Wy. / La Costa Ave.	6.0	4	7.6	Ą	5.7	A	0.0	Z	7.2	Ą	0.0	z
26	Romeria St. / La Costa Ave.	11.9	æ	6.7	В	12.6	മ	1.0	N	10.1	В	3.4	z
,			human.			- Constitution							

	- Andrews - Andr		CABLE	TABLE 6-4 (Continued)	ontinue	ed)							
			Year 2010	2010			Ϋ́є	Year 2010 + Project	+ Proje	ct			
	Intersection	AM Peak Hour	k Hour	PM Peak Hour	Hom	AM Peak Hour	k Hour		v	PM Peak Hour	k Hour	Þ	60
		a	ros	Q	ros	Q	ros	>	3	Ω	ros		
100 March 2012											0.0000000000000000000000000000000000000		
7.6	Cadencia St. / La Costa Ave.	8.4	Ą	14.9	B	9.4	Ą	1.0	z	20.4	U	5.5	z
. K	I-5 SB Ramps / Lencadia Blvd.	22.8	υ	20.3	U	23.4	၂	0.6	z	21.4	ပ	1.1	z
2	1-5 NB Ramps / Leucadia Blvd.	35.0	Δ	20.6	U	35.1	Д	0.1	z	21.8	U	1.2	z
<u>چ</u>	Clark Ave / Lencadia Blvd.	20.0	U	20.1	၁	20.3	ပ	0.3	z	22.5	O	2.4	z
3 2	Saxonv Rd. / Leucadia Blvd.	37.1	Ω	29.8	U	40.8	Ω	3.7	z	31.9	U	2.1	z
32	Sidonia St. / Leucadia Blvd.	8.9	A	7.1	Ą	7.0	¥	0.2	z	8.3	A	1.2	z
133	Onail Gardens Dr. / Leucadia Blvd.	31.6	U	32.1	C	33.9	ບ	2.6	z	39.5	Ω	7.4	z
34	Garden View Rd / Leucadia Blvd.	27.7	Ü	35.5	Q	28.2	Ŋ	9.0	z	37.3	Ω	1.8	z
3,5	Town Center Pl / Lencadia Blvd.	19.5	В	30.6	S	19.5	В	0.0	z	30.2	U	0.0	Z
3,6	FI Camino Real / Lencadia Blvd.	50.2	Ω	35.7	Ω	51.7	D	1.5	Z	36.5	Ω	0.8	z
2 5	Amaroosa Dr / Olivenhain Rd.	22.6	U	25.2	บ	27.1	Ü	4.7	z	40.7	Ω	15.5	z
38	Colla Timitan (Directory) #2 / La Costa Ave (4)	14.1	8	12.0	В	21.2	υ	7.6	z	19.9	ر د	7.9	z
3 8		12.3	B	11.3	മ	15.8	В	3.5	z	17.0	В	5.7	z
9	San Eliio Rd / Melrose Rd.	33.6	U	33.4	Ö	34.2	U	0.6	z	33.5	O	0.1	z
41	San Elijo Rd / Fallsview Rd. (2)	11.7	മ	12.5	В	11.9	В	0.2	Z	13.0	ш	0.5	z
42	La Costa Ave. / West Driveway #1 ©	11.9	B	11.5	В	25.0	U	13.2	z	33.6	ט	22.1	z
43	1 a Costa Ave / Fast Dwy #3/Paseo Tamarindo 3		1	***		9.5	Ą		Z	8.9	A	-	z
44	Rancho Santa Re Rd / West Driveway #4/ @	!	1	L-9-17			Ą		z	1	Ą	-	z
45	Rancho Santa Fe Rd / Fast Driveway #5 ®	3.0	Ą	3.0	Ą	22.8	ບ	19.8	z	37.4	Δ	34.4	z
46	Rancho Santa Fe Rd. / Calle Acervo	43.6	Ω	22.4	ນ	49.1	Ω	5.5	Z	29.5	ပ	7.1	z
2													

Note: A significant impact occurs at LOS "E" or "F" if project increases intersection delay by more than 2.0 seconds.

 ∇ = Change in delay.

D = Delay in seconds.

LOS = Level of Service.

(S) = Significant Impact Due to Project. $\emptyset = All-Way-Stop$ Control within City of Encinitas. Encinitas will not allow intersection improvements.

@= Right-In Only for Northbound Traffic. No Conflicting Movements.

Stop Sign facing Southbound Traffic. No Intersection Without Project.

Stop Sign remains with no project, project installs traffic signal.

Stop Sign remains with no project, project installs a traffic signal; T.I.F. Fair-Share Reimbursement. Stop Sign remains with no project, project installs traffic signal.

Right-Turn In-Out Only. Stop Sign Facing Northbound Traffic. Provide Westbound Dual-Left Turn Lanes

Unsignalized	zed	Signalized	q
Delay	ros	Delay	ros
0.00 - 10.0	Ą	0.00 - 10.0	¥
10.1 - 15.0	Ω	10.1 - 20.0	മ
15.1 - 25.0	υ	20.1 - 35.0	O
25.1 - 35.0	Ω	35.1 - 55.0	Ω
35.1 - 50.0	ы	55.1 - 80.0	ដោ
Over 50.0	Щ	Over 80.0	ш

1-A NP

			4,444.01,444.02.44.04.44.	**************************************	SHC	RT F	PEPC)R*	T				**************************************					
General Info	rmation		····		<u> </u>		ite In			tion	}			·	·····			
Analyst Agency or C Date Perforn Time Period	o. ned	US 09/1	SAI SAI 10/08 K HOU	/R	gyang (Santarangan Chara	II 2	nterse \rea T lurisdi \nalys	ectic ype ictio	on ∋ on		R		D. STA. MAR All oth SAN N R 2010	COS er ai IAR	S B reas COS	;		
Volume and	d Timina In	nut																
volunie an	4 tilling in	pac		EB		T	W	В		Т	·		NB	***************************************	T		SB	
			LT	TH	RT	TIT	TH	1	R	T	LT		TH	RT		_T	TH	RT
Num. of Lan	es	V-2.000000000000000000000000000000000000	2	2	1	2	2		0		2		2	0		1	2	1
Lane group		or the second second second second	L	T	R	L	TR	,			L		Ţ			L	Τ	R
Volume (vph)		264	654	60	346	134	2	69)	125		856		7	<i>'</i> 8	263	463
% Heavy ve			2	2	2	2	2		2		2		2			2	2	2
PHF			0.95	0.95	0.95	0.95	0.9	5	0.9	5	0.95		0.95	-		95	0.95	0.95
Actuated (P/	Ά)		Α	Α	Α	A	Α		Α		Α		Α	Α		4	Α	Α
Startup lost			2.0	2.0	2.0	2.0	2.0]	2.0	territories (2.0		~~~	.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0	2.0	2.0	2.0	_			2.0		2.0	-	and the later of	.0	2.0	2.0
Arrival type	· · · · · · · · · · · · · · · · · · ·		5	5	5	5	5				5	_	5		-	5	5	5
Unit Extensi			3.0	3.0	3.0	3.0	3.0	2			3.0		3.0			3.0 0	3.0	3.0 200
Ped/Bike/RT Lane Width	OR Volume	2	0 12.0	12.0	0 12.0	12.0	12.	_	0		0 12.0		12.0			2.0	12.0	12.0
Parking/Gra	de/Parking		12.0 N	0	12.0 N	N	0		٨	ı	N	_	0	N		N	0	N
Parking/hr	don dining		'			l'	╅											
Bus stops/hr Unit Extension			0	0	0	10	10				0	-	0			0	0	0
Unit Extension		***************************************	3.0	3.0	3.0	3.0	3.0				3.0)	3.0		3	3.0	3.0	3.0
		Thru	& RT	03	9	04		Exc		Lef			ru & RT		07	7	<u> </u>	08
	G = 16.0	G =		G =		G =								= 0.0 G = 0.0				
Timing	Y = 5	Y =	5	Υ ==		Y =		Υ:	=	5	نطست				= 0		Υ =	
Duration of											all the landson		le Lenç	th C	=	130.	0	
Lane Gro	up Capac	city, C	ontro	l Dela	ay, ar	nd LO	S D	ete	rm	ina	itio	n		D-1478-110-115		*********		
			EB			V	VB					Ν	В				SB	,
Adj. flow rat	е	278	688	63	364	1 14	186			132	2	90	21		82		277	277
Lane group	сар.	401	1407	738	422	2 13	397			250)	10	05		129	9	1005	404
v/c ratio		0.69	0.49	0.09	0.8	5 1 .	06			0.5	3	0.	90		0.6	4	0.28	0.69
Green ratio		0.12	0.38	0.49	0.1	2 0.	38			0.0	8	0.,	27		0.0	8	0.27	0.27
Unif. delay	1 1	54.6	30.9	17.5	55.	9 41	0.5			57.	7	45	5.8		58.	2	37.5	42.6
Delay factor	· k	0.26	0.11	0.11	0.3	9 0.	50			0.1	3	0.	42		0.2	2	0.11	0.25
Increm. dela	ay d2	5.1	0.3	0.1	16.	6 4.	3.0			2.1	1	10	0.6		9.9)	0.1	4.8
PF factor		0.906	0.597	0.354	0.90	0.	597			0.94	14	0.7	754		0.94	44	0.754	0.754
Control dela	ıy	54.6	18.7	6.2	67.	3 6	7.2			56.	6	45	5.1		64.	9	28.4	36.9
Lane group	LOS	D	В	A	E		E			Е		Ī	D		E		С	D
Apprch. del	ay	2	7.7			67.2	}				4	6,6				3	36.8	
Approach L	os		С			E						D					D	
Intersec. de	lay	4:	9.3				ln	ters	ect	ion	LOS	}					D	
HCS2000TM			C	opyright @	5 2000 7 1	niversity	of Floric	la A	II Ri	ohts B	?eserv	ed			D Version 4.1f			

HCS2000: Signalized Intersections Release 4.1f

1-A 2010 NP

Urban Systems Inc. 4540 Kearny Villa Rd. San Diego Ca 92123

Phone: 858-560-4911

E-Mail:

Fax:

OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

Agency/Co.:

Date Performed:

Analysis Time Period:

AM PEAK HOUR

RHO. STA. FE. RD./SAN MARCOS B

Area Type:

Jurisdiction:

Analysis Year:

Project ID: LA COSTA

All other areas
SAN MARCOS
YEAR 2010 NO PROJECT E/W St: SAN MARCOS DR.

N/S St: RANCHO SANTA FE RD.

VOLUME DATA_____

***************************************	Eas	stbour	nd	Wes	stbou	nd	No:	rthbou	ınd	Southbound		
,	\mathbf{L}_{i}	\mathbf{T}	R	L	\mathbf{T}	R	L	${f T}$	R	L	T	R
					1010			05.6		1 70	~~~	4.60
Volume	264	654	60	346	1342		125	856		78	263	463
% Heavy Veh		2	2	12	2	2	12	2		12	2	2
PHF	0.95		0.95	10.95	0.95		10.95	0.95		10.95	0.95	0.95
PK 15 Vol	69	172	16	91	353	18	33	225		21	69	122
Hi Ln Vol				1			*					
% Grade	İ	0			0			0		1	0	
Ideal Sat	1800	2000	1800	1800	2000		1800	2000		1800	2000	1800
ParkExist										1		
NumPark				1			1					
No. Lanes	2	2	1	2	2	0	1 2	2	0	1	2	1
LGConfig	L	\mathbf{T}	R	L	TR		L	T		L	\mathbf{T}	R
Lane Width	12.0	12.0	12.0	12.0	12.0		112.0	12.0		112.0	12.0	12.0
RTOR Vol	. — — · · ·		0	i		Q	ĺ			1		200
	278	688	63	364	1486		132	901		182	277	277
%InSharedLn	•			i			İ			İ		
Prop LTs	, 1	0.0	00	i	0.0	00	i	0.00	0	İ	0.0	00
Prop RTs	i o		1.000	i o	.049		i o	.000		į o	.000	
Peds Bikes	•			0		0	0 1			0		0
	10	0	0	io	0	-	10	0		10	0	0
%InProtPhase		· ·	Ū	1	Ü			-		1	-	
Duration	0.25		Area	Tivne•	20.7.1	other	areas			'		

OPERATING PARAMETERS

	Ea	stbou	nd	We	stboun	đ	No	rthboun	d	So	uthbo	und	l
	L	${f T}$	R	L	${f T}$	R	l L	${f T}$	R	L	${f T}$	R	
	1												_1
Init Unmet	10.0	0.0	0.0	0.0	0.0		10.0	0.0		10.0	0.0	0.0	1
Arriv. Type	e 5	5	5	15	5		5	5		5	5	5	
Unit Ext.	3.0	3.0	3.0	13.0	3.0		13.0	3.0		[3.0	3.0	3.0	
I Factor	1	1.00	0		1.000		1	1.000			1.00	0	
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	j
Ext of g	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	
Ped Min g		3.2		1	3.2			3.2		l	3.2		+

Page 1 of 1

I-P

2010

INP

					SHC	ORT	RE	POR	T							Ĺ	
General Info	rmation						Site	Info	rma	tior							
Analyst Agency or Co Date Perforn Time Period	o. ned	US	SAI SAI 0/08 K HOL	'R	,		Are: Juri	rsecti a Typ isdicti alysis	e on	ar		HO. STA MAF All off SAN I AR 2010	RCOS ner al MAR(S B reas COS		1000000	
Volume and	i Timing In	put			******								*****				
				EB				WB				NB			SB		
			LT	TH	RT	LT		TH	R	T	LT	TH	RT	LT.	TH	RT	
Num. of Lan	es		2	2	1	2		2	0		2	2	0	1	2	1	
ane group			L	T	R	L		TR			L	T	<u> </u>	L	T	R	
Volume (vph)		301	1339	183	841		649	13		135	414		145	1006	328	
% Heavy ve	h		2	2	2	2	_	2	12		2	2	<u> </u>	2	2	2	
PHF			0.95	0.95	0.95	0.9	5 (0.95	0.9		0.95	0.95	 	0.95	0.95	0.95	
Actuated (P/			A 2.0	A 2.0	A 2.0	2.0	╌┼	A 2.0	1 /	i	A 2.0	2.0	<u> </u>	2.0	2.0	A 2.0	
Startup lost t Ext. eff. gree			2.0 2.0	2.0	2.0	2.0	mennan Bou	2.0 2.0	╁		2.0	2.0	 	2.0	2.0	2.0	
Ext. en. gree Arrival type	711		5	5	5	5	十	<u> </u>	T		5	5		5	5	5	
Unit Extensi	on	****	3.0	3.0	3.0	3.0	, T	3.0	T		3.0	3.0	1	3.0	3.0	3.0	
Ped/Bike/R1)	0	0	0	0	十	0	10)	0		***************************************	0	0	200	
Lane Width			12.0	12.0	12.0	12.	0	12.0	1	-	12.0	12.0		12.0	12.0	12.0	
Parking/Gra	de/Parking		N	0	N	Ν	1	0	7	٧	N	0	N	N	0	N	
Parking/hr			<u></u>	C Beckery and the second	1				Ī								
Bus stops/hr Unit Extension			0	0	0	0	7	0			0	0		0	0	0	
			3.0	3.0	3.0	3.0	,	3.0	1		3.0	3.0		3.0	3.0	3.0	
Phasing	Excl. Left	WB	Only	Thru 8	, RT	C)4	T	Excl.		ft T	hru & R	Γ	07		08	
· · · · · · · · · · · · · · · · · · ·	G = 5.0	G =		G = 4	0.0	G =			G = 1			= 35.0		= 0.0			
Timing	Y = 5	Υ =		Y = 5		Y =			=	5	Y = 5 Y = Cycle Length C				= 0 Y = = 1400		
Duration of			Commission with the same							-	Village Co.		gth C	= 140.0			
Lane Gro	up Capac	ity, C	ontro	l Dela	ay, a	nd LOS		OS Det		termin		ation		·			
			EB				WB					NB			SB	_	
Adj. flow rat	е	317	1409	193	88	5	821			14.	2	436		153	1059	135	
Lane group	сар.	116	1067	589	85	7	1820)		23	3	933		120	933	375	
v/c ratio	, <u>, , , , , , , , , , , , , , , , , , </u>	2.73	1.32	0.33	1.0	3	0.45	5		0.6	1	0.47		1.27	1.14	0.36	
Green ratio		0.04	0.29	0.39	0.2	25	0.50	,	***************************************	0.0	7	0.25		0.07	0.25	0.25	
Unif. delay	11	67.5	50.0	29.6	52	.5	22.6	5		63,	1	44.6	******************	65.0	52.5	43.3	
Delay factor	r k	0.50	0.50	0.11	0.5	50	0.11	7	****	0.2	20	0.11		0.50	0.50	0.11	
Increm. dela	ay d2	803.5	150.9	0.3	39	4	0.2	Ī		4.	6	0.4		173.4	74.1	0.6	
PF factor	*:x***********************************	0.975	0.733	0.569	0.7	78	0.33	3	······································	0.9	49	0.778		0.949	0.778	0.778	
Control dela	ay	869.3	187.5	17.2	80	.3	7.7			64	.5	35.0		235.1	114.9	34.2	
Lane group	LOS	F	F	В	F		Α			E	-	D		F	F	С	
Apprch. del	ay	28	33.0			45.	.4	anne cancer Paren			42	2.3			120.5		
Approach L	os		F			D)				ļ)			F		
Intersec, de	lay	14	15.4			·····		Inte	rsec	tion	LOS				F		
rragaggeTM				onvright (ማ ኃስበብ የ	Interest	ty of F	Florida	AHR	iabte	Pereru	-d				Version 4.	

Urban Systems Inc. 4540 Kearny Villa Rd. San Diego Ca 92123

Phone: 858-560-4911

E-Mail:

Fax:

OPERATIONAL ANALYSIS_____

Analyst:

USAI USAI

Agency/Co.:

Date Performed: 09/10/08
Analysis Time Period: PM PEAK HOUR
Intersection: RHO. STA. FE.

RHO. STA. FE. RD./SAN MARCOS B

Ano. STA. FE. RD./SAI
All other areas
Jurisdiction:
Analysis Year:
Project ID: LA COSTA
E/W St: SAN MARCOS

ANO. STA. FE. RD./SAI
All other areas
YEAR 2010 NO PROJECT

N/S St: RANCHO SANTA FE RD.

VOLUME DATA_____

	Eas	stbour	nd	Wes	stbou	ınd	Noi	thbou	nd	Sou	ıthboı	ınd
	L	T	R	L	${ m T}$	R	L	${f T}$	R	L	${f T}$	R
	1			1			l			<u> </u>	4000	~~~
Volume	301	1339		841	649	131	135	414		1145	1006	
% Heavy Veh	12	2	2	12	2	2	12	2		2	2	2
PHF	10.95	0.95		10.95			10.95			10.95		
PK 15 Vol	79	352	48	221	171	34	36	109		138	265	86
Hi Ln Vol	*****			***************************************								
% Grade	-	0			0		1	0		11000	0	1000
	1800	2000	1800	1800	2000)	1800	2000		11800	2000	1800
ParkExist	l			-			1					
NumPark	1				_			•	0	1	^	4
No. Lanes	2	2	1	2	2	0	1 2	2	0	1 1	2	T_
LGConfig	L	T	R	L	TF		L	T		L	T	R
Lane Width	112.0	12.0		112.0	12.0		112.0	12.0		112.0	12.0	
RTOR Vol	1		0			0				1150	1050	200
Adj Flow	•	1409	193	1885	821		1142	436		[153	1059	135
%InSharedLn	ļ									1		0.0
Prop LTs	1	0.0			0.0	000		0.00)()	1	0.0	
Prop RTs	•	.000	1.000	•	.168		1 0	.000		•		1.000
Peds Bikes	•		0	0		0	0	_		0		0
Buses	[0	0	0	10	0		10	0		10	0	0
%InProtPhas			0.0	[l		
Duration	0.25		Area	Type:	All	other	areas					

OPERATING PARAMETERS

	Ea	stbou	nd	We	stboun	d	No	rthbou	nd	So	uthbo	und	
	L	${f T}$	R	L	${f T}$	R.	L	${f T}$	R	L	${f T}$	R	
Init Unmet	0.0	0.0	0.0	10.0	0.0		10.0	0.0		10.0	0.0	0.0	}
Arriv. Typ	e 5	5	5	5	5		5	5		5	5	5	- 1
Unit Ext.	13.0	3.0	3.0	3.0	3.0		3.0	3.0		13.0	3.0	3.0	-
I Factor	ì	1.00	0		1.000			1.000			1.00	0	-
Lost Time	12.0	2.0	2.0	2.0	2.0		12.0	2.0		12.0	2.0	2.0	
Ext of q	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	ł
Ped Min g	j	3.2		j	3.2		1	3.2		1	3.2		1

SHORT REPORT **General Information** Site Information RHO. STA. FE DR./LAKE Intersection USAI Analyst SAN MARC USAI Agency or Co. All other areas Area Type Date Performed 09/10/08 SAN MARCOS Jurisdiction Time Period AM PEAK HOUR Analysis Year YEAR 2010 NO PROJECT Volume and Timing Input WB NB SB EB TH RT RT LT TH RT LT TH RT LT LT TH 2 2 1 0 1 0 Num. of Lanes 0 0 0 1 L T L R TR Lane group 1741 125 611 179 141 69 Volume (vph) 2 2 2 2 2 2 % Heavy veh 0.95 0.95 0.95 0.95 0.95 0.95 PHF A Α A A A Α Actuated (P/A) 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 4 5 4 4 4 Arrival type 3.0 3.0 3.0 3.0 3.0 Unit Extension Ō O Ō Ō Ō Ped/Bike/RTOR Volume 0 15.0 10.0 15.0 14.0 10.0 Lane Width Ν 0 Ν Ν Ν 0 Ν Ν Ν Ν 0 Parking/Grade/Parking Parking/hr 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 Unit Extension 07 80 SB Only Thru & RT 02 03 04 Phasing WB Only G = G = G = 18.0G = G = G = G = 20.0G = 53.0Timing Y = Y = Y = 4Y = 5Y = 5Y = Y = Y = 105.0 Cycle Length C = Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination SB WB NB EB 1906 643 148 132 188 Adj. flow rate 3051 298 268 274 2061 Lane group cap. 0.92 0.44 0.21 0.70 0.54 v/c ratio 0.50 0.19 0.74 0.17 0.17 Green ratio 37.6 4.1 39.7 24.1 41.0 Unif. delay d1 0.14 0.44 0.11 0.11 0.27 Delay factor k 8.0 2.2 7.7 1.1 0.0 Increm, delay d2 0.862 0.759 1.000 0.224 1,000 PF factor 26.1 38.6 1.0 48.9 36.4 Control delay C D Α Lane group LOS D D 7.4 43.4 26.1 Apprch. delay C Α D Approach LOS C 23.2 Intersection LOS Intersec, delay

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General Info	rmation					Si	te info	rmatic						
Analyst		US.	ΑI			ln'	tersect	ion	F	RHO. STA	I. FE D N MAR		E	
Agency or Co		US.	AI			A	rea Ty	ne -			ther are			
Date Perform		09/10		·			irisdict				MARC			
Time Period	PN	1 PEAF	HUU	'K	44.,,,,,	Aı	nalysis	Year	ΥI	EAR 201	O NO P	PROJEC	T	
Volume and	d Timing Inp	ut								,				
				EB		_	WB	Y ===	<u> </u>	NB	T	ļ.,	SB	
			LT	TH	RT	LT_	TH	RT	LT		RT	LŢ_	TH	RT
Vum. of Land	es		0	0	0	1	0	1	0	2	0	1	2	0
ane group						<u> L</u>		R	<u> </u>	TR	<u> </u>	<u> </u>	T	
Volume (vph	THE RESERVE AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO					100	ļ	135	<u> </u>	865	141	265	1874	
% Heavy ve	h			<u> </u>		2		2	<u> </u>	2	2	2	2	
PHF				 		0.95	ļ	0.95	┼	0.95 A	0.95 A	0.95 A	0.95 A	
Actuated (P/		- 1			***********	A 2.0		2.0		2.0	14	2.0	2.0	
Startup lost t Ext. eff. gree			 	 		2.0		2.0	╁──	2.0	<u> </u>	2.0	2.0	
Ext. ell. gree Arrival type	7	(1117) (1117) (1117)	 	1		4		5	1-	4	1	4	4	
Unit Extensi	on		-	1		3.0		3.0	1	3.0		3.0	3.0	
	OR Volume	CANDON ALDER BORGE	0		alah perantangan	0		0	0	0	0			
Lane Width						10.0		14.0		15.0		10.0	15.0	
Parking/Gra	de/Parking		N		Ν] N	0	N	N	0	N	Ν	0	N
Parking/hr								<u></u>					<u> </u>	
Bus stops/hi						0	<u> </u>	0	<u> </u>	0		0	0	
Unit Extensi	on					3.0		3.0		3.0		3.0	3.0	
Phasing	WB Only	0	2	03		04		SB On		Thru & F		07		8
Timing	G = 18.0	G =	THE RESERVE THE PROPERTY OF TH	G =		G =	А	3 = 20		G = 53.6			G =	,
	Y = 4	Y =		Υ=		Y =		/ = <u>5</u>		Y = 5	Υ:		Y =	
	Analysis (hrs							*		Cycle Le	ngth C	= 705,	U	AND DESCRIPTION
Lane Gro	up Capac	ity, C			<u>y, aı</u>			ermir	auc		***************************************	1	~~	***********
			EB			V			operate de la vest	NB	T		SB	7
Adj. flow rat	e				105	5	14		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1059		279	1973	ļ
Lane group	сар.				268	3	27	'4		2030		298	3051	
v/c ratio					0.3	9	0.	52		0.52		0.94	0.65	
Green ratio					0.1	7	0.	17		0.50		0.19	0.74	
Unif. delay	d1				38.	6	39	.6		17.5		41.9	6.7	
Delay factor	r k				0.1	1	0.	12		0.13		0.45	0.22	
Increm. dela	ay d2				0.9)	1.	7		0.2		35.6	0.5	
PF factor					1.00	00	0.8	362		0.759		1.000	0.224	
Control dela	∍y				39.	6	35	5.8		13.5		77.5	2.0	
Lane group	LOS			Cath Control	D)		В		E	A	
Apprch. del	ay		CK 1452-244-CS 1444-CS			37.4				13.5			11.3	
Approach L	.os			, , , , , , , , , , , , , , , , , , , ,		D				В			В	
Intersec. de	elay		13.8				Inte	ersectio	on LC)S			В	
HCS2000 TM				lopyright ©	2000 T	Jniversity o	of Florida	, All Righ	ls Rese	rveđ			7	ersion 4.

Agency or Co. Agency or Co						SHO	ORT R	EPOI	₹T	-		**************************************	******				
Intersection	General Info	rmation					s	ite Inf	orma	atio				·		45444	
Second S	Analyst Agency or C Date Perforn Time Period	ned	U: 09/	SAI 10/08	'JR		A Ji	rea Ty urisdic	pe tion	ar		DEL All oi SAN	. Al the M/	RRC r are ARC	oy eas OS		i i descripto de la composición del composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición
Sample S	Volume and	i Timina Inn	t														
Num. of Lanes	A CHUSING SING	a thinks 100b	DOMESTICAL PROPERTY OF THE PARTY	ЕB		1	WB				NB			1	SB		
American American				LT	TH	RT	LT	TH	R	T	LT	TH	F	रा	LT	TH	RT
Mathematical Control Column	Num. of Lan	es		0	1	0	0	1	0		1	2		0	1	2	0
Mary Mary	Lane group	1994 (1944 Towns 2-14) p. C. C. C. C. C. C. C. C. C. C. C. C. C.			LTR			LTR			L	TR	T		L	TR	
Note)		30	8	57	97	والمستحدث أنا								A CONTRACTOR OF THE PARTY OF TH	
Actuated (P/A)		h		American and the second		<u> </u>	~~		-			Marie Constitution		-		<u> </u>	
Startup lost time	PHF								and the same of	*********	ğımınının resi					2	.B
Section Sect	And the second s	NAMES OF TAXABLE PARTY OF TAXABLE PARTY.		<u> </u>	Company of the Compan	<u>4</u>	I A	A CONTRACTOR OF THE PARTY OF TH	1 A	-	CONTRACTOR AND ADDRESS OF THE PARTY AND ADDRES	CONTRACTOR DESCRIPTION	+-	A		Annual Property of the Parket	A
Arrival type			4. mary 4. mary 12. min 17. min	!	3	 			-			amagan amakan	╁	-		Commence of the last of the la	
Sample S		/ 1 B	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Carrie Company of the Company	†	1		 	************	C-100	Carrier Walter	T	A 14 C 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		The same of the sa	
Ped/Bike/RTOR Volume	فيست كالمستقيد وبالبراء وبالسبيد بسيريس	on	422-44-4-4442-4		3.0	<u> </u>		3.0			3.0	3.0	T		3.0	3.0	
Perking/Grade/Parking				0	0	0	0	0	50)	0	0		0	0	0	0
Carking/Int Carking First Carking Fir	Lane Width	THE PERSON NAMED AND POST OF THE PERSON NAMED AND POST OF THE PERSON NAMED AND POST OF THE PERSON NAMED AND P			12.0			12.0			10.0	15.0			10.0	15.0	
Sus stops/hr	Parking/Gra	de/Parking		Ν	0	N	N	0	٨	I	N	0		Ν	N	0	N
Durit Extension	Parking/hr																
Phasing EW Perm 02 03 04 Excl. Left Thru & RT 07 08 Timing G = 20.0 G = G = G = G = G = G = Q.0 G = 56.0 G = G = G = Q.0 G = G = G = G = Q.0 G = G = G = G = Q.0 G = G = G = G = Q.0 G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = Q.0 G = G = G = G = G = G = Q.0 G = G = G = G = G = Q.0 G = G = G = G = G = G = Q.0 G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = G = Q.0 G = G = G = G = G = G = G = G = G = G =	Bus stops/hi				0			0			0	0	T	******	0	0	
Timing G = 20.0 G = G = G = G = 20.0 G = 56.0 G = G =			1034W-1047-101H		3.0	1		3.0			3.0	3.0	T		3.0	3.0	
Timing	Phasing	EW Perm		02	0	3	04		Excl	. Le	eft -	Γhru & ℝ	T	7	07		08
Duration of Analysis (hrs) = 0.25 Cycle Length C = 110.0					<u> </u>		La constant de la con						2	-			
Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adj. flow rate 100 151 18 1779 98 573 Lane group cap. 262 219 285 2083 285 2082 W/c ratio 0.38 0.69 0.06 0.85 0.34 0.28 Green ratio 0.18 0.18 0.18 0.18 0.18 0.51 0.18 0.51 Unif. delay d1 39.6 42.1 37.2 23.5 39.3 15.4 Delay factor k 0.11 0.26 0.11 0.39 0.11 0.11 Increm. delay d2 0.9 8.9 0.1 3.7 0.7 0.1 PF factor 1.000 1.000 1.000 0.752 1.000 0.752 Control delay 40.5 50.9 37.3 21.3 40.0 11.7 Lane group LOS D D D C D B		And the second second	Zamazanam.	COCOMONIA DE COCOMO	Y =		Y =		Y = .	5		***************************************				arvellio acianame	(
Fig. Fig.		stops/hr $=$ $=$ $=$ $=$ $=$ $=$ $=$ $=$ $=$ $=$											ngti	n C :	= 110.	0	Minimoodus and the same
Adj. flow rate 100 151 18 1779 98 573 Lane group cap. 262 219 285 2083 285 2082 2082 2000 2000 2000 2000 2000	<u>Lane Gro</u>	up Capaci	ity, C	*****		ay, a			tern	nin	atio		HCMM90HOV9				43C-pampa kamanan kitin ini
Lane group cap. 262 219 285 2083 285 2082 v/c ratio 0.38 0.69 0.06 0.85 0.34 0.28 Green ratio 0.18 0.18 0.18 0.51 0.18 0.51 Unif. delay d1 39.6 42.1 37.2 23.5 39.3 15.4 Delay factor k 0.11 0.26 0.11 0.39 0.11 0.11 Increm. delay d2 0.9 8.9 0.1 3.7 0.7 0.1 PF factor 1.000 1.000 1.000 0.752 1.000 0.752 Control delay 40.5 50.9 37.3 21.3 40.0 11.7 Lane group LOS D D D C D B Approach LOS D D C D B		·		EI,	3		N	/B			A. G. 1888 (A. 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888 - 1888	NB	-			SB	
v/c ratio 0.38 0.69 0.06 0.85 0.34 0.28 Green ratio 0.18 0.18 0.18 0.51 0.18 0.51 Unif. delay d1 39.6 42.1 37.2 23.5 39.3 15.4 Delay factor k 0.11 0.26 0.11 0.39 0.11 0.11 Increm. delay d2 0.9 8.9 0.1 3.7 0.7 0.1 PF factor 1.000 1.000 1.000 0.752 1.000 0.752 Control delay 40.5 50.9 37.3 21.3 40.0 11.7 Lane group LOS D D D C D B Approach LOS D D C B	Adj. flow rat	е		100			151			1.	8	1779		MENT THE	98	573	
Green ratio	Lane group	cap.		262			219)		28	35	2083			285	2082	
Unif. delay d1 39.6 42.1 37.2 23.5 39.3 15.4 Delay factor k 0.11 0.26 0.11 0.39 0.11 0.11 Increm. delay d2 0.9 8.9 0.1 3.7 0.7 0.1 PF factor 1.000 1.000 0.752 1.000 0.752 Control delay 40.5 50.9 37.3 21.3 40.0 11.7 Lane group LOS D D D C D B Approach LOS D D C B	v/c ratio			0.38			0.69	9	7	0.0	26	0.85			0.34	0.28	
Delay factor k 0.11 0.26 0.11 0.39 0.11 0.11 Increm. delay d2 0.9 8.9 0.1 3.7 0.7 0.1 PF factor 1.000 1.000 1.000 0.752 1.000 0.752 Control delay 40.5 50.9 37.3 21.3 40.0 11.7 Lane group LOS D D D C D B Approach LOS D D C B	Green ratio	-		0.18			0.18	8	i bunato bier bier	0. :	18	0.51	Γ		0.18	0.51	
Increm. delay d2	Unif. delay o	d 1	1	39.6	;		42.	1		37	.2	23.5	T		39.3	15.4	
PF factor 1.000 1.000 1.000 0.752 0.752 1.000 0.752	Delay factor	·k	—	0.11			0.20	6		0.	11	0.39	T		0.11	0.11	
PF factor 1.000 1.000 1.000 0.752 0.752 0.752 0.000 0.752 0.752 0.000 0.752		nimen and an order to a law and a l		0.9			8.9	7	were two surficients	0.	1	3.7	T		0.7	0.1	
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Approh. delay 40.5 50.9 21.5 15.8 Approach LOS D D C B	Control dela	ıy		40.5	;		50.	9		37	7.3	21.3		***********	40.0	11.7	
Approach LOS D D C B	Lane group	LOS	T	D			D			Ĺ)	С		MICHAEL MICON	D	В	
	Apprch. del	ay		40.5	***************************************		50.9	te to the same to the same	(T	2	1.5	and market	7/2-11/14	The second second	15.8	
Intersec, delay 22.4 Intersection LOS C	Approach L	os		D			D			Ī		С				В	
	Intersec. de	lay		22.4				Int	erse	ctio	n LO	S				С	

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eneral Info	rmation	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				-		nform	atio	n					.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
ınalyst		11	SAI				otore	ection		RH			R./CAI	V	
gency or C	0.		SAI			1						ARRO			
ate Perforn	ned		10/08					Type liction				ner are MARC			
ime Period	PIV	1 PEA	K HO	JR				sis Ye	ar	YEA			ROJE	T	
√olume and	d Timing Inp	ut													
(1995-1997)	<u> </u>			EB			W				NB			SB	
			<u>LT</u>	TH	RT	LT	<u> </u>			<u>LT</u>	TH	RT	<u>LT</u>	TH	RT
lum. of Lan	es		0	1	0	0	1	C	<u> </u>	1	2	0	1	2	0
ane group	No. of Contrast Contr			LTR		<u></u>	LTI			L	TR	<u> </u>	L	TR	<u> </u>
olume (vph			35	7	7	75	16			28	666	43	189	1684	25
% Heavy ve	h		2	2	2	2	$\frac{1}{100}$	5 00		2	2	2	2	2	2
HF	, , , , , , , , , , , , , , , , , , ,		0.95 A	0.95 A	0.95 A	0.95 A	0.9 A	5 0.9		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Actuated (P/ Startup lost t		,		2.0	14	1-	2.0	en manufacture		2.0	2.0	-	2.0	2.0	~ -
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Arrival type		************	THE PERSON NAMED IN	4			4			4	4		4	4	
Jnit Extensi	on			3.0			3.0)		3.0	3.0		3.0	3.0	
ed/Bike/RT	OR Volume		Ō	0	0	0	0	10	~~~	0	0	0	0	0	0
ane Width.				12.0			12.			10.0	15.0	<u></u>	10.0	15.0	<u></u>
Parking/Gra	de/Parking	***************************************	Ν	0	N	N) /	<u> </u>	Ν	0	N	N	0	N
Parking/hr		3421224WW.110		<u></u>			<u> </u>								<u> </u>
3us stops/hi	7			0			0			0	0		0	0	
Jnit Extensi	on			3.0		<u> </u>	3.4	2		3.0	3.0		3.0	3.0	
Phasing	EW Perm)2	0	3	04			. Le		ıru & R		07		08
Fiming	e	G =		G = Y =		G =		<u>G</u> =			= 56.0			G = Y =	
	Y = 4 Analysis (hrs)	Y =	25	Y = _		Υ =	NAME OF STREET	Υ=	5		= 5 cle l en	Y =	= 110.		
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_ane GIO	up vapaci	<u>υ, υ</u>	<u>.onu c</u>		ay, a		<u>э</u> <u>υ</u> /В	GLC:	1 1 1 1 1 2 2	x LI WII	NB			SB	
ldi flaverat			51	<u> </u>	+	207			29	- 1	746		199	1799	1
Adj. flow rate		-	-		_	256		,	28		2072		199 285	2086	
ane group	cah.	 	216			0.8			0.1		0.36		0.70	0.86	
//c ratio		 	0.24 0.18			0.0).50).51		0.18	0.51	-
Green ratio	14	╂	38.5			43.2		***************************************	0.1 37.		16.2		42.2	23.6	╂
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Delay factor				0.3			0.1		0.11		0.26	0.39			
	em. delay d2 0.6 actor 1.000					17.3			0.2		0.1		7.3	4.0	_
PF factor						1.00			1.00),752		1.000	0.752	
Control dela	-		39.0		****	60.	5	·	37.	************	12.3	***************************************	49.5	21.8	_
ane group	LOS	<u></u>	39.0			E	produktiva et i i i i i i i i i i i i i i i i i i		D		В	<u></u>	D	C	
Apprch. dela	ay			60.5			<u> </u>	13.	3			24.5			
Approach L		<u> </u>	D			E			<u></u>	В		······································	<u></u>	С	
ntersec. de	!	1	24.4		1		1.		-4i	LOS			l	С	

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General Info	rmation			CONTRACTOR NAME OF STREET	*********		Sit	te In	for	mati	a) L'ACHERT ATHURS				personal and demonstrate	economical de la company	haretmentert-voorwoot
Analyst Agency or C Date Perforn Time Period	ned	US, US, 09/10 II PEAK	AI 0/08	IR .			Arı Ju	erse ea T risdi alys	ype ctic	e on			STA. F E All oth SAN M R 2010	OR. er are IARC	as OS		
Volume and	d Timing Inp	ut		14 (m) m4 m m m m m m m m m m m m m m m m m		iliani ima											
			LT	EB TH	ΙR	- -	LT	WI TH	_	RT	+	<u> </u>	NB TH	RT	LT	SB TH	RT
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Lane group		YEAR CHARLEST MUNICIPAL CONTROL	L		F		Census Burghan Da			and the standards	L	LOURISON	T	Parjapana Karamaga Ma m	HOUSEONSKAM WAN	TR	***************************************
Volume (vph		LONG AMOUNT LINE SERVICE AND ADDRESS.	30	-	60	-	Office to the Comment of the Control			CACAN DARK PARTY CO.	2.		1127			1530	40
% Heavy ve			2	1	2						2	-	2			2	2
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Unit Extensi	on		3.0	<u> </u>	3.			lacktreen			3	******	3.0		1	3.0	<u> </u>
	OR Volume		0	10	25	amount d	0	†				-		Militari Manjelo Pin	0	0	0
Lane Width	MOON WHICH THE WAY WAS A PROPERTY OF THE PARTY MINISTER TO SECUMENT OF THE PARTY.	10.0	***	10	.0	A. Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Marian Ma	The largest state of the large	nhim ira	ACMANDIA HINDIN	10	.0	15.0	**********		15.0	1	
Parking/Gra	de/Parking		N	0	٨	1	Ν			Ν	٨	1	0	Ν	N	0	N
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Bus stops/h	ľ		0		0)				·)	0		<u> </u>	0	<u> </u>
Unit Extensi	on		3.0		3.	0		<u> </u>				.0	3.0		<u> </u>	3.0	<u> </u>
Phasing	EB Only	02	2		3		04	isi nin iainend	PERSONAL PROPERTY.	IB O	THE RESERVE OF THE PERSON NAMED IN	2	ıru & RT	F	07		08
Timing	G = 8.0 $Y = 4$	G = Y =	Y15-1034111111111111	G = Y =	<u></u>		=	ALFORNIA PROMINE		= 1 $= 4$	9.0		= 60.0 = 5	G = Y =	Dell'Action Lawy America	G = Y =	
Duration of	T = 4 Analysis (hrs	Carried Street, Square	5	************	****		nu. Basel i imientendentent	AND AND REPORT	L			Jananes	cle Leng		annamic recorded	and the second second	pelaiotoatatanaio
	up Capac			l Del	av.	and	LOS	3 De	ete	rmi	nati				3E (3077) (1070) 4 20	MAPE SHAPE TO A STATE OF THE ST	***************************************
			E					٧B			(articum)		NB	- Arrivanta		SB	
Adj. flow rat	е	32	T	lз	7	***************************************	1				26		1186			1653	
Lane group	CANADA MANAGA MA	125	~	1	12	-camptons	*******	OFFERIORS	***********		297		3409		-	2455	
v/c ratio		0.26		0,	33		-	O#:		1	0.09		0.35		Î	0.67	
Green ratio		0.08		0.	08			1227///2007/1			0.19		0.83			0.60	
Unif. delay	d1	43.2		43	3.5						33.4		2.0			13.4	
Delay factor	r k	0.11		0.	11			***************************************	N-DO-MARK		0.11	. P. S. S. S. S. S. S. S. S. S. S. S. S. S.	0.11			0.25	
Increm. del	ay d2	1.1		1	.7						0.1		0.1			0.7	
PF factor		0.94	2	0.9	342				<u> </u>		0.844	1	0.294			0.125	
Control dela	зу	41.8		42	2.7			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			28.3		0.7			2.4	
Lane group	LOS	D)						С		Α			A	
Apprch. del	ay		42.3				THE PERSON					1.	.3			2.4	
Approach L	.os		D									/	4			Α	
Intersec. de	lay		2.9						Int	erse	ction	LO	S			А	
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General Info	rmation						Sit	e Inf	or	mati								
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Volume and	d Timing Inp	ut																
				EB				WE				******	NB		<u> </u>		SB	
			LT	TH	RT	4	LT	TH	4	RT	<u>l</u>	<u> </u>	TH	RT	~ { ~~~	Τ_	TH	RT
Num. of Lan	es		1	0	1		0	0	_	0	1		2	0	10)	2	0
Lane group			L		R			<u></u>			L		T	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ļ		TR	
Volume (vpl	1)		58		35		*****		4		30)	1509		-		1000	50
% Heavy ve	eh		2		2			<u> </u>	_		0.9	E	2 0.95		-		2 0.95	2 0.95
PHF	/ / N \		0.95	A	0.98 A	-	××××××××××××××××××××××××××××××××××××××	 			0.9 A	_	0.93 A		╫	· · · · · · · · · · · · · · · · · · ·	0.93 A	A
Actuated (Pa Startup lost			A 2.0	+~-	2.0	_		 	┪		$\frac{1}{2.6}$		2.0	***********	╅	····	2.0	
Ext. eff. gree	the same of the sa		2.0	-	2.0				_		2.0		2.0		1		2.0	
Arrival type	~		5		5						5		5				5	
Unit Extensi	on		3.0		3.0						3.	0	3.0				3.0	
Ped/Bike/R	ror Volume		0	0	25		0)	0	0
Lane Width			10.0		10.)					10.	0	15.0				15.0	<u> </u>
Parking/Gra	de/Parking		Ν	0	N		Ν			Ν	Λ	ļ	0	Ν	1	<u>V</u>	0	N
Parking/hr																		<u></u>
Bus stops/h	ſ		0		0						()	0				0	<u> </u>
Unit Extens	ion		3.0		3.0						3.	0	3.0				3.0	<u> </u>
Phasing	EB Only	0:	2	03	}		04			1B O			ıru & RT		07			80
Timing	G = 8.0	G =		G=		G				= 19	9.0		= 60.0	G			G =	
T	Y = 4	Y =		Y ==	co-co-co-co-co-co-co-co-co-co-co-co-co-c	Υ:	=		Υ	= 4	- Original o nes	_	= 5 cle Leng	Y Y	· · · · · · · · · · · · · · · · · · ·	100	Y =	
	Analysis (hrs			1 Dale			100	2 Da	***	· · · · ·	noti	******	-	3011	Civilian and		, v	
Lane Gro	up Capaci	ty, Co		-	<u>ау,</u> а	IIU		VB		1 1 1 1 1 1	iiau	U	NB		T		SB	
			Ε.				 -	VD T		$-\!\!\!+$		_		T			1106	T
Adj. flow rat	e	61		11					-		32		1588	ļ	_			_
Lane group	cap.	125		11:	2	*************					297		3409	<u> </u>			2446	
v/c ratio		0.49		0.1	0						0.11		0.47				0.45	
Green ratio		0.08		0.0	8						0.19		0.83	!			0.60	
Unif. delay	d1	44.0	,	42.	7						33.5		2.4				11.0	
Delay facto	гk	0.11		0.1	1	·					0.11	إحسيسية	0.11				0.11	
Increm. del		3.0		0.4	1		1				0.2		0.1			········	0.1	
PF factor		0.94	2	0.9	42		┪	uaras per per per per per per per per per per			0.844	ι	0.294				0.125	
Control del	ay	44.5	;	40.	6		十				28.4	********	0.8				1.5	
Lane group		D		D	-	and contract of the	1				С		Α				А	
Apprch. de		T	43.9						<u> </u>			1	.3				1.5	
Approach L		<u> </u>	D	;; 								,	4				Α	
Intersec. de		1	2.5				,		int	erse	ction	LO	S				Α	
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				******	SHO	ORT R	EPOF	₹T									
General Info	rmation					Si	ite Info	rmati									
Analyst Agency or C Date Perforn Time Period	o. ned		USAI USAI 09/10/08 0 AM Pi			Aı Ju	tersect rea Typ urisdicti nalysis	e on			All d CA	AIRF othe ARL:	POR r are SBAI				
Volume and	d Timing	Input															
			C######	EB			WB		!		NB			<u> </u>	SB	I 6-	
			LT	TH	RT	LT	TH	RT	L	-	TH		RT_	LT	TH	RT	
Num. of Lan	es		2	3	1_	2	3	1	1 2		4		1	2	3	1	
Lane group			<u> </u>	T	R	L	T	R	L		T		R	L	T	R	
Volume (vph	ALTERNATION CONTRACTOR		746		134 2	250 2	1540 2	232 2	54	**********	1492 2		05 2	113 2	324 2	814 2	
% Heavy ve PHF	<u>n</u>		2 0.95	2 5 0.95	0.95	0.95	0.95	0.95	0.9		0.95		<u>-</u> .95	0.95	0.95	0.95	
PHF Actuated (P/	Ά)		0.9. A	A	A A	A	A	A	A	_	A		Ā	A	A	A	
Startup lost	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN		2.0	2.0	2.0	2.0	2.0	2.0	2.		2.0		2.0	2.0	2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0	2.0	2.	*********	2.0		2.0	2.0	2.0	2.0	
Arrival type		**********	5	5	5	5	5	5			5		5	5	5	5	
Unit Extensi			3.0	3.0	3.0	3.0	3.0	3.0	3.		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RT	OR Volu	ıme	5	0	0	5	0	0	5		0		0	5 12.0	0 12.0	310 12.0	
Lane Width	1 (5) 1:		12.0		12.0	12.0	12.0	12.0	12		12.0		2.0 N	12.0 N	0	12.0 N	
Parking/Gra	de/Parkii	ng	N	0	N	N	0	I N	<u>+'</u>	<i></i>	10	_	IV	 ''	 ' -	 ^	
Parking/hr					 	 	╀┯╌	╀┈		~			^	 	+	 	
Bus stops/h		************					0		0 0 0 0 0 0 0 0 0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0								
Unit Extensi	os/hr 0 0 0 0 0 ension 3.0 3.0 3.0 3.0						3.0							<u>.l.,</u>		1 3.0 08	
Phasing	Excl. L		hru & F = 39.0			04 G =		Excl. L $3 = 7.$			B On = 13			u & R	G =	UO	
Timing	G = 33 $Y = 5$		'=5	Y =	0.0	Y =		$rac{3}{2} = \frac{7}{5}$	<u> </u>		= , <u> </u>		Ϋ́=				
Duration of				***************************************		ā				Су	cle Le	ngt	h C :	= 140	.0		
Lane Gro	up Cap	acity	, Con	rol De	lay, a	nd LO	S Det	ermi	nati	on			in to the town the second		Commission of the Property Commission of the Pro		
		ĺ	ΕB	······································	T	WB					1B	*********	***************************************	***************************************	SB		
Adj. flow rat	e	785	974	141	263	1621	244	57	2	15	71	426		119	341	531	
Lane group	-	772	1499	752	772	1569	551	61	2	20	40	831		172	809	630	
v/c ratio	**************************************	1.02	0.65	0.19	0.34	1.03	0.44			0.7		0.5		0.69	0.42	0.84	
Green ratio		0.24	0.28	0.50	0.24	0.28	0.37			0.2		0.56		0.05	0.15	0.42	
Unif. delay		53.4	44.3	19.0	44.3	50.4	33.3			45		19.		65.2	53.8	36.1	
Delay factor		0.50	0.23	0.11	0.11	0.50	0.11			0.3		0.12		0.26	0.11	0.38	
Increm. dela		36.7	1.0	0.1	0.3	31.7	0.6	21		 	9	0.5		11.3	0.4	10.1	
PF factor	.y u.e.	0.793			0.793		_		346			0.15		0.963	0.881	0.509	
Control dela	9V	79.0	33.8	6.2	35.4	69.0	20.9		***************************************	 	.4	3.5		74.0	47.8	28.5	
		E	C	A	D	T E	C	E		L		A		E	D	C	
		-						┪	-				\dashv		40.6		

Intersec. de		 	47.3		 		Inters	ection	ı LO				一十		D		
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General Info	rmation			***************		Si	te Info	orma'	_												
Analyst Agency or Co	n		USAI USAI	•		1	tersec		N	1ELF	Α	DR.@ IRPOR	•	WAR							
Date Perforn	ned	(9/10/08				rea Ty ırisdict					ther are RLSBA									
Time Period		F	M PEAK	•			naiysis		r `	YEA		O NO F		CT							
Volume and	l Timing	Input																			
				EB		<u> </u>	WB	1			NB	T nor	 	SB	LDT						
	disemble to the second		LT	TH	RT	LT	TH 3	RT		_T	TH 3	RT	LT 2	TH 3	RT 1						
Num. of Lan	es		2	3	1	2		1		2		1	4								
ane group		-	<u>L</u>	T	R	L	T	R		40	T	R	L	T 4400	R						
/olume (vph			950	1345	310 2	398 2	1129 2	75 2		19 2	456 2	225	114	1182 2	815 2						
% Heavy ve PHF	n		2 0.95	0.95	0.95	0.95	0.95	0.9		95	0.95	0.95	0.95	0.95	0.95						
Actuated (P/	A)		0.95 A	A A	A	A A	A	A	·······	4	A	A	A	A	A						
Startup lost t	CONTRACTOR OF THE PERSON NAMED IN COLUMN 2		2.0	2.0	2.0	2.0	2.0	2.0	2	.0	2.0	2.0	2.0	2.0	2.0						
Ext. eff. gree		***************************************	2.0	2.0	2.0	2.0	2.0	2.0	CONTRACTOR OF THE PARTY.	.0	2.0	2.0	2.0	2.0	2.0						
Arrival type			5	5	5	5	5	5		5	5	5	5	5	5						
Unit Extensi	CHINA DE LONGO DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMP		3.0	3.0	3.0	3.0	3.0	3.0		.0	3.0	3.0	3.0	3.0	3.0						
Ped/Bike/RT	OR Volu	ime		0	0	0	0	0		0	0	0	0	0	345						
Lane Width			12.0	12.0	12.0	12.0	12.0	12.		2.0	12.0	12.0) 12.0 12.0 12.0 N 0 N								
Parking/Gra	de/Parkii	าg	<u> </u>	<u> </u>	N	N N	0	<u> </u>		V	0	<u> N</u>	N O N								
Parking/hr				<u> </u>		<u> </u>	 	<u> </u>				+_	0 0 0								
Bus stops/hi		***************************************	0	0	0	0	0	0		0	0	0									
Unit Extensi			3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0						
Phasing	Excl. L		EB Only		& RT	04		Excl.	فيترف استعبار المسجو		ru & F		07	G =	80						
Timing	G = 30 $Y = 5$		= 7.0 $= 5$	G = Y =		G = Y =		$G = \frac{1}{2}$			= 33. = 5	V IG		- G = Y =							
Duration of <i>i</i>	The same of the sa	namouroaus divorces	COMPANY OF THE PROPERTY OF THE PARTY OF THE			1			, ,		MONROUS TO LEA	ngth C									
Lane Gro				ol De	lav. a	nd LO	S De	term	inat					****							
		<u> </u>	EB			WB		T			lB			SB							
Adj, flow rat	е	1000	1416	326	419	1188	79	1	125	48	0	237	120	1244	495						
Lane group		977	1717	482	698	1259	536	2	279	12:	59	729	279	1259	857						
v/c ratio		1.02	0.82	0.68	0.60	0.94	0.15	5 0).45	0.3	8	2.33	0.43	0.99	0.58						
Green ratio		0.30	0.32	0.32	0.21	0.24	0.36	5 0	0.09	0.2	4 (D.49	0.09	0.24	0.57						
Unif. delay o	1 1	49.0	43.9	41.2	49.6	52.6	30.5	5 6	0.9	44	.9	22.0	60.8	53.3	19.2						
Delay factor		0.50	0.36	0.25	0.19	0.46	0.1	1 0).11	0.1	11	0.11	60.8 53.3 19.2 0.11 0.49 0.17								
Increm. dela		34.9	3.4	3.8	1.4	14.0	0.1	7	1.1	0.	2	0.3	1.1 22.4 1.0								
PF factor		0.714	0.684	0.684	0.818	0.794	0.63	0 0	.938	0.7	94 (0.370									
Control dela	ıy	69.9	33.4	31.9	42.0	55.8	19.4	4 5	58.2	35	9	8.4	58.0	64.8	3.2						
Lane group	LOS	E	С	С	D	E	В		Е	L)	А	E	E	Α						
Apprch, del	ay	1	16.6	all annual control and the second		50.7				31.5	,,,	M****		48.0							
Approach L	os		D			D			W (***********************************	С				D							
Intersec. de		1 -	16.1			************	Inter	section	on LC	S		·····	D								
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General Info	rmation						S	ite Inf	01	rmatic	on_							
Analyst Agency or Co Date Perform Time Period	ο.	U: 09/1	SAI 10/08				A Ju	tersed rea Ty urisdid nalysi	/p	e on			ROSE I BRA All oth CAR R 2010	av/ her RLS	ADC are BAI) as D		
Volume and	Timing Inp	ut																
				EB				WB					NB				SB	
			LT	TH		RT	LT	TH	4	RT	L	****	TH		?T			RT
Num. of Lane	st		1		0	1	1	_	0	1		3	()	1		0	
Lane group	rest cy or Co. Performed O9/10/08 AM PEAK Ime and Timing Input IT IT IT IT IT IT IT I						L	TR			<u> </u>		TR			L		<u> </u>
Volume (vph	St Cy or Co. Performed O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08					6	136	2		90	3		2316	6				5
% Heavy ve	St Coy or Co. Performed O9/10/08 AM PEAK Imme and Timing Input Imme and Timing Input Imme (vph) 34 eavy veh 2 O.95 eavy veh 2.0 e					2	2	2	_	2	2		2	2				2
PHF		0.95 A		.95	0.95	0.95	_	0.95	0.9		0.95	0.9		B		0.95		
Actuated (P/	rest cy or Co. Performed Period AM PEAK Period AM PEAK Period AM PEAK Period AM PEAK				_	<u> </u>	A	A	4	Α	12		A 2.0		1			A
	New York Color Performed O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 AM PEAK O9/10/08 O9/10/0		2.0	-		2.0	2.0	-	***************************************	2. 2.	***************************************	2.0	├-			J	 	
Ext. eff. gree	rest cy or Co. Performed Period AM PEAK rest cy or Co. Period AM PEAK rest cy or Co. Period AM PEAK rest cy or Co. Period AM PEAK rest cy or Co. Period AM PEAK rest cy cy cy cy cy cy cy cy cy cy cy cy cy		2.0 5	╫		2.0 5	5	-		12.		5	 -		.a		1	
	Vist Vist		3.0	-		3.0	3.0	-1		3.	***************************************	3.0	!	*********			†	
			-	0.0	-	0	5	0.0	-	0	Ť		0	1	<u> </u>		0	0
Lane Width	OIT VOIGITIE			12.0	╁		12.0	12.0	_		12	***	12.0		****	12.0	12.0	
	de/Parking			10	┪	N	N	0	_	N	1		0	7	٧	Ν	0	N
Parking/hr				1	1		1		_		╅			T			1	
Bus stops/hr	·	***	0	0	1	***********	0	0)	0	T		0	0	
Unit Extensi	ACTUAL NATIONAL PROPERTY OF THE PARTY OF THE		3.0	3.0	十	· · · · · · · · · · · · · · · · · · ·	3.0	3.0			3	0	3.0	İ		3.0	3.0	
Phasing		Thru	. & RT	1)3		04		E	xcl. L	eft	T	ıru & R	T		LT TH 1 3 L TR 17 686 2 2 0.95 0.95 A A 2.0 2.0 2.0 2.0 5 5 3.0 3.0 5 0 12.0 12.0 N 0 0 0 3.0 3.0 07 G= Y= 130.0 18 727 168 2749 0.11 0.26 0.10 0.52 53.2 17.7 0.11 0.11 0.3 0.1 0.926 0.29		80
				G =			G =		G	= 13	.0		= 67.0		G=	3.0 3.0 07 G =		
Timing	<u> </u>	S		Υ =			Υ =		Υ	= 5			= 5		Υ =			
												- Survey in	THE RESERVE OF THE PARTY OF THE PARTY.	gth	C =	= 130.	0	
Lane Gro	up Capaci	ty, C	ontr	ol De	lay	, ar	nd LO	S De	te	∍rmi	nati	on	-			***************************************		
			E	3			V	VB					NB				SB	
Adj. flow rate	9	36	1.	3		143	3 9	7			3		2501			18	727	
		193	20	9		19:	3 1	81	Γ		168		2742	Γ		168	2749	
v/c ratio	**************************************	0.19	0.0	6		0.7	4 0.	54	T	10	0.02		0.91	T	,	0.11	0.26	
Green ratio		0.12	0.1	2		0.1.	2 0.	12	Γ	1	0.10		0.52	T	····	0.10	0.52	
Unif. delay o	11	52.0	51	2		55.	6 54	1.2	Γ		52.7		28.8			53.2	17.7	
Delay factor		0.11	0.1	1		0.3	o 0.	14	Γ		0.11		0.43	Τ		0.11	0.11	
	<u></u>					14.	2 3	1.1	Γ		0.0		5.2			0.3	0.1	
PF factor	factor 0.913 0.913					0.9	13 0.	913).92	5	0.291			0.926	0.29	1
Control dela	trol delay 47.9 46.9						0 5	2.6	Γ		48.9		13.6	\prod		49.6	5.2	
Lane group	trol delay 47.9 46.9 e group LOS D D					E		D			D		В			D	A	
Apprch. del	y factor k						60.0					13	3.6				6.3	
Approach L	reactor delay d2						Е					j	3				Α	
Intersec. de	lay		15.7					In	te	rsecti	on L	.os					В	
T) (ted (P/A) up lost time ff. green il type Extension Bike/RTOR Volume Width Ing/Grade/Parking Ing Excl. Left Thru Ing G = 15.0 G = Ing Y = 5 Y = Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.1 Itio 0.19 In ratio 0.12 Ition of Analysis (hrs) = 0.1 Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.2 Ition of Analysis (hrs) = 0.3 Ition of Analysis (hrs) = 0.4 Ition of Analysis (hrs) = 0.4 Ition of Analysis (hrs) = 0.5 Ition of Analysis			Conveial	+ 6	2000 13	Iniversity (of Florid	_	All Digh	te Rec	en/e/	4					Version

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					SH	10	RTF	REPC	R	Ť					***************************************		
General Info	rmation							Site In	for	mati							
Analyst Agency or Co Date Perforn Time Period		U: 09/1	SAI SAI 10/08 PEAK					nterse Area T Jurisdi Analys	ype ctic	e on			BR/ All ofi CAF	DR.@ AVADO her are RLSBAI) NO PI) as D		
Volume and	l Timing Inp	ut															
				EB				WE			 		NB		1 -	SB	DT
			LT	TH	RI		<u>LT</u>	TH	+	RT	<u> </u>		TH	RT	LT	TH	RT
lum, of Lan	95		1	1	0		1	1	_	0	1		3	0	1	3	0
ane group			L	TR			L	TR	_		<u> </u>		TR		<u> </u>	TR	
/olume (vph			6	4	4		53	1	_	46	10	_	748	126	78	1800	12
% Heavy ve	h		2	2	2	_	2	2		2	0.9		2 0.95	2 0.95	2 0.95	2 0.95	0.95
PHF	A.\		0.95	0.95	0.9	2-1	0.95 A	0.95 A	-	0.95 A	A		0.95 A	0.95 A	0.93 A	0.90 A	A
Actuated (P/ Startup lost t	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		A 2.0	A 2.0	A		2.0	2.0	-	/1	2		2.0	~ _	2.0	2.0	
Ext. eff. gree			2.0	2.0	†		2.0	2.0	1		2.		2.0		2.0	2.0	
Arrival type			5	5			5	5			5)	5		5	5	
Unit Extensi	on		3.0	3.0			3.0	3.0			3.	0	3.0		3.0	3.0	<u> </u>
Ped/Bike/RT	OR Volume		5	0	0		5	0		0	5	- 35.7	0	0	5	0	0
Lane Width			12.0	12.0			12.0	12.0			12	.0	12.0	<u> </u>	12.0	12.0	
Parking/Gra	de/Parking	0	Ν		N	0		N	^	1	0	N	N	0	N		
Parking/hr												<u> </u>		<u> </u>			
Bus stops/hi							0	0)	0		0	0	<u> </u>
Unit Extensi	stops/hr 0						3.0	3.0			3.	.0	3.0		3.0	3.0	
Phasing	Excl. Left	Thru	& RT	0	3	T	0	4	E	xcl. l	_eft	Th	ru & R	T	07		08
	G = 15.0		20.0	G =			G =			= 1:	3.0		= 62.0			G =	·
Timing	Y = 5	Y =		Y =	-	L	Y =		Y	= 5	K-1940-1947		= 5	Y =		Y =	
	Analysis (hrs								نعبيت	and the second		CHINCO TO	POCHETY'S OF BUILDING	igth C	= 130.	U	-
<u>Lane Gro</u>	up Capaci	ty, C	ontro	ol Del	ay,	an			ete	∍rmi	nati	on		***********	1		
			EE	}				WB					NB			SB	
Adj. flow rat	е	6	8			56		49			17		920		82	1908	
Lane group	сар.	193	278	3		193		242	T		168	1	2490		168	2543	
v/c ratio		0.03	0.0	3		.29		0.20	T		0.10	_	0.37		0.49	0.75	7
Green ratio		0.12			10).12		0,15	T		0.10	1	0.48		0.10	0.48	
	····					52.6	; 	18.0	T		53.2		21.6		55.4	27.7	
Delay factor	nif. delay d1 51.0 46.7 elay factor k 0.11 0.11							0.11	T		0.11	7	0.11	1	0.11	0.31	
	crem. delay d2 0.1 0.0							0.4	T		0.3		0.1		2.2	1.3	<u> </u>
PF factor							<u>_</u> _	0.879	t		0.926	5	0.392	-	0.926	0.392	2
Control dela	·····	46.7				18.9		42.6	t		49.5		8.6		53.5	12.1	
Lane group		D	D		\dashv	D		D	t		D		Α		D	В	
	prch. delay 43.5							0				9.	.3		1	13.8	
	proach LOS D ersec, delay 13.7								******				4		T	В	
Intersec. de			\dashv		***************************************		nte	rsect	ion L				 	В			
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General Info	rmation			W PERSONAL COMPANY			S	ite Inf	orn	natio	<u>n</u>							
Analyst Agency or Co Date Perform Time Period		U: 09/1	SAI SAI 10/08 PEAK				A Ji	tersec rea Ty urisdic nalysi	/pe ction	1	Y	P	MELRO POINSE All off CAR R 2010	TTIA her ar RLSB/	LAÑI eas AD		:T	
Volume and	l Timing In	put																
				EB	r	\downarrow		WB				= 1	NB	l n±			SB	DT
			LT	TH	RT	╬	LT_	TH 1		RT 0	L		TH 3	RT 0		<u> </u>	TH	RT 1
Num. of Lane	2 \$	The party of the Control of the Cont	2	1	1	╇	1	ļ	-	·			***************************************			***		R
ane group			L	T	R		L	TR	_		L		TR	L	L		T	171
Volume (vph			535	8	6	+	23	26		53	31		1791	10	20	} 	635	2
% Heavy ve	h	,	2	2	2	╀	2	2		2 9.95	0.9	E	2 0.95	2 0.95	0.9	5	2 0.95	0.95
PHF	A \		0.95	0.95	0.95		0.95	0.95		A A	0.9 A	J	0.95 A	0.95 A	10.9 A		0.95 A	0.95 A
Actuated (P/ Startup lost t		*************	A 2.0	A 2.0	A 2.0		<u>A</u> 2.0	2.0	-	<u> </u>	2.0)	2.0	 ~	2.0	<u>, </u>	2.0	2.0
Ext. eff. gree			2.0	2.0	2.0		2.0	2.0	-		2.0	HINDRON DANS	2.0	1	2.0		2.0	2.0
Arrival type		-	5	5	5	Ť	5	5	十		5		5	1	5		5	5
Unit Extension	on		3.0	3.0	3.0	1	3.0	3.0	T	······································	3.0	0	3.0		3.	0	3.0	3.0
Ped/Bike/RT	The second second second second second second second second second second second second second second second se)	5	0	0	1	5	0	I	0	5		0	0	5	_	0	0
Lane Width			12.0	12.0	12.0		2.0	12.0			12.	0	12.0		12.	0	12.0	12.0
Parking/Grad	de/Parking		0	N		Ν	0		Ν	N		0	N	N		0	N	
Parking/hr				L			┸		<u> </u>			<u> </u>			<u> </u>	ļ		
Bus stops/hr			0	0	0	┸	0	0		*****	0		0		C	-	0	0
Unit Extensi	on		3.0	3.0	3.0		3.0	3.0			3.	0	3.0	<u>L</u>	3.	0	3.0	3.0
Phasing	Excl. Left		& RT	0	3	Ţ	04			cl. Le			ru & R		07			80
Timing	G = 30.0		14.0	G =			==			<u>= 10.</u>	<u> </u>		= <u>56.0</u>	G Y			G = Y =	
_	Y = 5	Y =		Υ=		Υ	=======================================		Υ ==	= 5		-	= 5 cle Len			30		
Duration of /								e Da			****			gu: O				-
Lane Gro	up Capac	ity, C		n Dei	ay, a	HU		' <u>З De</u> /В		* 0 4 2 4 1	CILI		NB				SB	
			EB	T_						+-		*****			04			100
Adj. flow rate		563	8	6	2			3			3	-	896		21		668	180
Lane group	cap.	751	211	1024				79			50	-	299	***********	129		2300	1046
v/c ratio		0.75	0.04	0.01				46			13).82		0.16		0.29	0.17
Green ratio		0.23	0.11	0.69		23		11	<u> </u>		08).43		0.08		0.43	0.70
Unif. delay o	11	46.5	52.0	6.2	39	.0	54	1.5		56	3.0	_[3	32.7		56.1		24.1	6.7
Delay factor							0.	11		0.	11	(),36		0.11	$oldsymbol{\bot}$	0.11	0.11
Increm. dela	crem. delay d2 4.2 0.1 0.0						1	.9		0	.2		2.6		0.6		0.1	0.1
PF factor	Factor 0.800 0.920 0.16						0.	920		0.	944	0	.495		0.94	4	0.495	0.167
Control dela	ıy	41.4	47.9	1.0	31	.3	52	2.0		53	3, 1	1	18.8		53.6		12.0	1.2
Lane group		D	D	TA		<u> </u>		D	1)	1	В	****	D		В	А
Apprch. dela		ļ	1.1				<u>47.3</u>	AAMSON DACKEN	Ž.	1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> 19.</u>	4	Bearware trans or		-	10.8	
Approach L		ļ	D				D					В	,				В	
	tersec. delay 21.7							Int	ers	ectio	n LC	-					С	
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General Info	rmation					·····	Site I	nfo	rmat	ion				~~~							
Analyst		U	SAI				Inters	ect	ion		,	MELR! POINSE	OSE	DR.@							
Agency or C	0.		SAI				Area	Tvr	n e		ı	All ot									
Date Perforn	ned		10/08				Jurisc						RLSB.								
Time Period		PM.	PEAK				Analy			•	YEA	R 2010	NO.	PROJE	CT						
Volume and	d Timing lı	nput										N.E.									
			LT	EB	RT	 	W IT T		RT	+-	_T	NB TH	RT	LT	SB TH	RT					
Num. of Lan	es		2	1	1	<u> </u>	- ' <u>'</u>	<u>-</u>	0		- <u>'</u>	3	0	1 7	3	1					
ane group			L	T	R	1	TF	?		_		TR			T	R					
Volume (vph	1)		434	37	47	14			23	 3		433	15	138	1196	523					
% Heavy ve			2	2	2	1 2	2		2		2	2	2	2	2	2					
PHF	· 1 · 1	***********	0.95	0.95	0.95	0.9		5	0.95		95	0.95	0.95	0.95	0.95	0.95					
Actuated (P/	A)	-	A	A	A	A	A	-	Α		Ą	A	A	A	Α	A					
Startup lost			2.0	2.0	2.0	2.0					.0	2.0		2.0	2.0	2.0					
Ext. eff. gree			2.0	2.0	2.0	2.0)			.0	2.0		2.0	2.0	2.0					
Arrival type			5	5	5	5		***************************************	ļ		5	5	<u> </u>	5	5	5					
Unit Extensi		Quantification (Control of Control 3.0	3.0	3.0	3.0		-	ļ		3.0	3.0		3.0	3.0	3.0						
Ped/Bike/R1	OR Volum	e	5	0	0	5		-	0		5	0	0	5	0	0					
.ane Width			12.0	12.0	12.0	12.			<u> </u>		2.0	12.0	<u> </u>	12.0	12.0	12.0					
Parking/Gra	de/Parking		N	0	N	N)	N		N	0	N	<u> N</u>	0	N					
Parking/hr						<u> </u>			<u> </u>				<u> </u>		0						
Bus stops/hi		***************************************	0	0	0	0		-	 		0	0	ļ	0	0						
Unit Extensi			3.0	3.0	3.0	3.0					3.0	3.0	<u>L, </u>	3.0	3.0	3.0					
Phasing	Excl. Left		& RT	0:	3		04		Excl.			ru & R		07		08					
Timing	G = 30.0 $Y = 5$	G = Y =	14.0	G = Y =		G = Y =			$rac{3}{7} = rac{1}{5}$			= 51.0	G Y		G = Y =	······································					
Duration of				<u> </u>		<u> </u>	**********	1.		********				= 130							
Lane Gro		and the second second		l Dal	31/ 21	nd I	വ ഉവ	ot	ormi	inat	OC PERSONS		3								
Lane Oro	up oaya	Γ, τ	EB		1	THE I	WB			11100	-	NB	***************************************	<u> </u>	SB						
Adj. flow rat	e	457	39	49	15	5	36	Т		37		472		145	1259	551					
Lane group		751	211	1024			179	╁		376	-	084		193	2095	989					
v/c ratio	amb.	0.61	0.18	0.05			0.20	╁		0.10		0.23		0.75	0.60	0.56					
Green ratio		0.23	0.11	0.69			0.11	T		0.12		2.39	U	0.12	0.39	0.66					
Unif. delay	1 1	44.7	52.8	6.4	38.		52.9	T		51.4		26.3		55.7	31.4	11.8					
Delay factor		0.19	0.11	0.11			0.11	T		0.11		0.11		0.31	0.19	0.15					
Increm. dela		1.4	0.4	0.0	0.	0	0.6	T	_	0.1		0.1		15.2	0.5	0.7					
PF factor		0.800	0.920		3 0.8	00	0.920	T		0.913	3 (0.570		0.913	0.570	0.148					
Control dela	ıy	37.2	49.0	1.1	31.	.1	49.2	T		47.1	T	15.1		66.0	18.4	2.4					
Lane group	LOS	D	D	A	C	}	D	T		D	1	В		E	В	A					
Apprch, del	ay	3	4.8			4.	3.9				17.	.4			17.4						
Approach L	os		С	WHO THE REAL PROPERTY OF THE PERSON NAMED IN COLUMN TO THE PERSON		I)			***************************************	В			17.4 B							
Intersec. de	lay	2	1.0	***************************************			lı	nte	rsecti	on L	.os		***********	C							
troesoooM				onvright (7000 T	Induces	ity of Flor	ida	All Dia	hta Da		:									

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					S	НС	RTR	EPO	₹T									
General Info	rmation							ite Inf		atio	n							***
Analyst Agency or Co Date Perforn Time Period	ned	US 09/1	SAI SAI O/08 VI PEA	K			A Ji	itersed rea Ty urisdic nalysis	pe tion		Y		MELRO CARRI All oth CAR R 2010	LLO ner ar LSB/	W. rea A.C.	ΆΫ as O	;T	
Volume and	d Timing Inp	ut																
				EB				WB	1		<u> </u>	-	NB		4	1	SB	DT
			LT_	TH		<u> </u>	LT	TH 1	_	₹T 0	L ^T		TH 3	RT 0	┪	<u>LT</u> 1	TH 3	RT 0
Num. of Lan	es		1	1	¥	0	1		 -'					- 0	-			<u> </u>
ane group			<u>L</u>	TR	Ļ.,		L	TR	Ļ ,		L	7	TR	6	4	L 5	TR 640	15
Volume (vph			130 2	15 2		2	23	50 2		2	107		1690 2	2		2	2	2
% Heavy ve PHF	·N		2 0.95	0.95	-1	<u>2</u> 95	0.95	0.95		<u>2</u> 95	0.9	5	0.95	0.95		0.95	0.95	0.95
Actuated (P/	Ά		A.	A	_	4	A	A		4	A		A	A	٦	A	A	A
Startup lost			2.0	2.0	1	<u> </u>	2.0	2.0			2.0)	2.0			2.0	2.0	
Ext. eff. gree			2.0	2.0	Ι		2.0	2.0			2.0)	2.0			2.0	2.0	<u> </u>
Arrival type			5	5	Ļ		5	5	4		5		5	<u> </u>		5	5	<u> </u>
Unit Extensi			3.0	3.0	ļ	-	3.0	3.0	<u> </u>		3.0)	3.0			3.0	3.0	<u></u>
	OR Volume		5	0	1	2	5	0	┸	0	5		0	0	_	5	0	0
Lane Width			12.0	12.0	ļ		12.0	12.0	\bot		12.		12.0	.		12.0	12.0	 ,,
Parking/Gra	de/Parking		N	0	1	N	N	0	-	N	<u> N</u>		0	N		N	0	N
Parking/hr					1				-		 _			<u> </u>			 	<u> </u>
Bus stops/hi		0	0	<u> </u>		0	0	_		10		0	<u> </u>		0	0	<u> </u>	
Unit Extensi			3.0	3.0	<u> </u>		3.0	3.0	<u> </u>		3.		3.0	<u> </u>		3.0	3.0	<u> </u>
Phasing	Excl. Left		& RT	<u></u>	3		04			cl. L		_	ru & R		******	07	G =	80
Timing	G = 17.0 Y = 5	G = Y =		G = Y =			G = Y =		G = Y =	<u>14</u>	.0		= 61.0 = 5	$\frac{1}{9}$	=		Y =	
Duration of	Analysis (hrs	*		!	-		!		<u>. –</u>				cle Len			130.		
	up Capaci			l Del	av	ar	od I O	S De	fer	mir		diam'r.		Z				
Lane GIO	up capaci	T T	EB		<u></u>	<u>, ~:</u>		VB		T	H 44 27 7	-	NB		T	***************************************	SB	******
A -1:		137	60			24		6		+	113	T	1785	ĭ	┪	5	690	T
Adj. flow rat		 											***********	├	+			-
Lane group	сар.	219	240			21		50			180		2505	 	4	180	2496	
v/c ratio		0.63	0.23	5		0.1		26			0.63		0.71	<u> </u>	4	0.03	0.28	
Green ratio		0.13	0.14	1		0.1	3 0.	14		- 0),11	\perp	0.47	<u> </u>		0.11	0.47	
Unif. delay	d1	53.5	50.0)		49.	8 5	0.1			55.5]	27.5	<u>L</u>		51.9	21.0	
Delay factor	rk	0.21	0.1	1		0.1	1 0.	11		10	0.21		0.28			0.11	0.11	
Increm. dela	····	5.5	0.5			0.2	2 0).6		1	6.8	┪	1.0			0.1	0.1	
PF factor		0.900	0.89	3		0.9	00 O.	893		0	.920		0.411			0.920	0.411	ſ
Control dela		53.7				45.	1 4	5.3		1	57.8	7	12.3	1		47.8	8.7	
Lane group		D	D			D		D		十	E	_	В	T		D	A	1
	prch. delay 51.1						45.2		***************************************	T		15	5. <i>0</i>				9.0	
Approach L					D			1		E	3				А			
Intersec. de			16.9					In	ers	ecti	on L	os					В	
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					Sł	10	RTR			4:							
General Info	rmation					-		te Inf		tio	<u>n</u>	MELF	os.	F D	R @		
Analyst Agency or Co Date Perforn	ned	US 09/1	SAI SAI O/08				Aı	tersed rea Ty urisdic	ре			CARI All o	RILL	O VI are	VA Ÿ as		
Time Period	20	010 Pi	M PEA	K			Aı	nalysi	Yea	ır	YE	AR 201	o N	O P	ROJEC	T	
Volume and	d Timing Inp	ut) A (F)			T	A LPS			1	OD.	
			LT	EB	R		LT	WB TH	I R	Т	LT	NB TH	F	۲۲	LT	SB TH	RT
Num. of Lan	00		1	1	0		1	1	0		1	3	1		1	3	0
	62		L	TR	Ť		Ĺ	TR	 	***	L	TR	1-		L	TR	
Lane group			145	35	49	,	12	10	9		32	286	33	32	54	1084	51
Volume (vph % Heavy ve			2	2	2		2	2	2	··········	2	2	2		2	2	2
PHF	·11		0.95	0.95	0.9		0.95	0.95	0.9	5	0.95	0.95	0.9	95	0.95	0.95	0.95
Actuated (P/	(A)		Α	Α	Α		Α	Α	Α		A	A	/	7	A	A	<u> </u>
Startup lost t	time		2.0	2.0			2.0	2.0			2.0	2.0	4		2.0	2.0	
Ext. eff. gree	en		2.0	2.0	<u> </u>		2.0	2.0	-		2.0	2.0	_		2.0 5	2.0 5	
Arrival type		***	5	5	 		5	5	╂	·····	5	5	╫			3.0	
Unit Extensi		A-2-2-2-1	3.0	3.0	Ť		3.0	3.0	 	nono con	3.0	3.0 0	-	<u> </u>	3.0 5	0	0
	OR Volume		5	0	0		5 12.0	0 12.0	0		5 12.0		+	<i>J</i>	12.0	12.0	10
Lane Width Parking/Gra	do/Dorkina		12.0 N	12.0 0	N	<u> </u>	12.0 N	0	1	1	N N	0	١,	V	N	0	N
Parking/Gra Parking/hr	ue/Faiking		- ''-	├	╁		 ``	†	╁		1	Ť	十		<u> </u>	T	
Bus stops/h	r		0	0	 		0	0	1		10	0	1		0	0	
Unit Extensi			3.0	3.0	十一		3.0	3.0	_		3.0	3.0	十		3.0	3.0	
Phasing	Excl. Left	Thru	& RT	0	3	T	04		Excl	. L	eft	Thru & I	₹Т]		07		80
	G = 17.0		18.0	G =			G =		G =			G = 61.	0	Ġ		G =	
Timing	Y = 5	Y =		Υ =			Υ =		Y =	5		Y = 5		Ϋ́ =			
Duration of	Analysis (hrs	0.00	25	<u> </u>				~ B -	4			Cycle Le	ngu	1 C :	= 130.	. 0	
Lane Gro	up Capac	ity, C			ay,	an			tern	nır	latic	n NB	*****		T	SB	
			EE			- 10		VB		╀	^4		1		E7		
Adj. flow rat		153	89		_	13		20			34	650	_		57	1195	
Lane group	cap.	219	240			219		39		- -	180	2298	_		180	2488	
v/c ratio		0.70				0.06		08		-).19	0.28	_		0.32	0.48	
Green ratio		0.13			<u> </u> -	0.13		14).11	0.47	_		0.11	0.47	
Unif. delay	d1	54.0	50.	8		49.5		3.8			52.8	21.1	_		53.6	23.6	
Delay facto	rk	0.26	0.1	1		0.11	1 0.	11).11	0.11	_		0.11	0.11	
Increm. dela	ay d2	9.4	0.9			0.1	0).2			0.5	0.1			1.0	0.1	
PF factor		0.90	0 0.8	93	<u> </u>	0.90	0.	893	<u> </u>	0	.920	0.411		·	0.920	0.41	1
Control dela	ay	58.1	46.	3		44.6	6 43	3.7	<u></u>		19.1	8.7			50.3	9.9	
Lane group	group LOS E		D			D		D			D	A			D	A	
Apprch. del	oprch. delay 53.7						44.1					10.7				11.7	
Approach L	pproach LOS D						D					В				В	
Intersec. de	elay		16.5					ln	terse	cti	on LC	S	-			В	·····
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General Info	rmation						Si	ite Info	rmati		9.45	10001	- 00	@ M C	<u></u>	
Analyst Agency or Co Date Perforn Time Period	o. ned	US 09/1	SAI SAI 10/08 PEAK				Ar Ju	tersect rea Tyr urisdict nalysis	oe ion			All off	RD. ner ar LSBA	eas ND		
Volume and	d Timing Inp	out														
*******				EB				WB	1 ==	 		NB	- BT		SB	RT
			LT	TH	R1	_	LT_	TH	RT	T F.		TH	RT 0	LT 1	TH 3	0
Num. of Lan	es		1	1	1	-	1	1	0	$\frac{1}{2}$		3				<u> </u>
ane group			L	TR	R		<u>L</u>	TR	-	L		TR		L 2	<i>TR</i> 593	110
Volume (vph			520	5 2	677 2		18 2	18 2	30 2	30 2	-	1253 2	<u>3</u> 2	$\frac{2}{2}$	$\frac{1093}{2}$	110
<u>% Heavy ve</u> PHF	h		2 0.95	2 0.95	0.9	5 /	2 0.95	0.95	0.95	0.9		0.95	0.95	0.95	0.95	
PHF Actuated (P/	Δ		0.95 A	A.	A.	- 	<u> </u>	A	A	TÃ		A	A	A	A	A
Startup lost			2.0	2.0	2.0		2.0	2.0		2.		2.0		2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0		2.0	2.0		2.		2.0		2.0	2.0	
Arrival type			5	5	5		5	5	ļ	5		5		5	5	
Unit Extensi			3.0	3.0	3.0		3.0	3.0	<u></u>	3.		3.0		3.0	3.0	
	OR Volume		5	0	0	_	5		0	5		0	0	5	0	0
Lane Width			12.0	12.0	12.		12.0	12.0	 	12		12.0	ļ.,.	12.0	12.0	
Parking/Gra	de/Parking		N	0	N	_	N	0	<u> N</u>	^		0	N	N	10	N
Parking/hr					<u> </u>	_	·····					<u> </u>			+_	
Bus stops/h	r		0	0	0		0	0	<u> </u>	(0		0	0	
Unit Extensi	on		3.0	3.0	3.0)]	3.0	3.0		3.		3.0	<u> </u>	3.0	3.0	
Phasing	EW Perm		02	0	3	4_	04		Excl. I			IB Only		ru & R		80
Timing	G = 55.0 Y = 5	G =		G = Y =			} <u>=</u> / <u>=</u>		3=5. $7=5$	<u> </u>	R	= 20.0 = 5		= 30.0 = 5	$\frac{1}{Y}$	
	I γ = 5 Analysis (hrs	Y =	25	Y =	·····						R	cle Len				
	up Capac			ام الا	21/	anc	110	S Dei	ermi	nati						
Lane Gro	up capac	lly, C	EB		ay,	CAI CC		WB		1 * # # # #	V11	NB	**************************************		SE	}
Adi. flow rat		547	283	43	=	19		51		320		1322	Т	2	74	
						412		714		751		2259	+	64	120	
Lane group	сар.	539	705	748							-		-			
v/c ratio		1.01	0.40	0.5		0.05		0.07		0.43		0.59		0.03	0.6	
Green ratio		0.42	0.42	0.5	0	0.42	2 0	0.42		0.23		0.42		0.04	0.2	
Unif. delay	d1	37.5	26.1	22.	9	22.1	1 2	22.3		42.7	·	28.8		60.2	44.	8
Delay facto	r k	0.50	0.11	0.1	7	0.11	1 0	0.11		0.11	'	0.18		0.11	0.2	0
Increm. dela	ay d2	42.5	0.4	1.2	2	0.0	, ,	0.0		0.4		0.4		0.2	1.0)
PF factor		0.511	0.51	1 0.3	33	0.51	1 0	.511		0.80	0	0.511		0.97	3 0.8	00
Control dela			13.7		3	11.3	3 1	11.4	<u></u>	34.5	5	15.1	1	58.8	36.	8
	ine group LOS E E			A		В		В		С		В		E	D	
	pprch. delay 32.8							4	ł		1	8.9			36.9)
Approach L	<u>. </u>			В					В			D				
Intersec. de		 	C 27.1						tersec	tion I	_0:	3			С	
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RD. other are NRLSBA			RT 0 402 2
RD. other are ARLSBA 10 NO F RT 0 20 2 0.95	eas AD PROJEC LT 1 L 42 2 0.95	SB TH 3 TR 701 2	0 402
20 2 0.95	1 L 42 2 0.95	TH 3 TR 701 2	0 402
20 2 0.95	1 L 42 2 0.95	TH 3 TR 701 2	0 402
20 2 0.95	1 L 42 2 0.95	3 TR 701 2	0 402
20 2 2 0.95	L. 42 2 0.95	TR 701 2	402
2 0.95	42 2 0.95	701 2	
2 0.95	2 0.95	2	
0.95	0.95		
		0.90	0.95
	17.	Α	A A
	2.0	2.0	T
	2.0	2.0	
	5	5	
	3.0	3.0	
0	5		0
	12.0	12.0	
N	N_	0	N
		<u> </u>	
	0	0	
	3.0	3.0	
	07		08
			W. J. W. H. W. W. C. CO.
engui C	- 120	'. V	· · · · · · · · · · · · · · · · · · ·
		00	***************************************
	 		
	405	2271	
	0.11	0.51	
	0.24	0.45	
7	35.4	23.6	
_			
2			
	C	В	
		11.5	
		В	
		С	,
	RT V.O G Y Y ength C	O O O O O O O O O O	No

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			ix		SH	ORT												
General Info	rmation					******	Si	te Inf	orr	nati		, ,				2000	10	
Analyst Agency or C Date Perforn Time Period		US 09/1	SAI SAI 1/08 PEAK				Ar Ju	ersec ea Ty risdic nalysi	pe tio	n			ROSE L SANT. All oth CAR R 2010	A F er LS:	₹Ē E are: BAL	OR as O		
Volume and	Timing In	put																
				EB				WB			<u> </u>		NB				SB	I ne
			LT	TH	RT	L	Γ	TH	╬	RT			TH		T_	LT	TH 3	RT 2
Num. of Lan	es		2	2	2	2	-	2	4	0	2	-	3	C	<i>-</i>	2		
Lane group			<u></u>	T	R	L		TR	4	405	<u>L</u>		TR			L	T	R
Volume (vph			667	302	319 2	61		467 2	╬	105 2	838	<u> </u>	963 2	2		200 2	573 2	255 2
<u>% Heavy ve</u> PHF	n		2 0.95	2 0.95	0.95	0.9		0.95	١,	2 0.95	0.9	5	0.95	0.9		0.95	0.95	0.95
Actuated (P/	A)		A	A	A	A		A	Ť	A	A		Α	/-		A	A	Α
Startup lost			2.0	2.0	2.0	2.0)	2.0	1		2.0		2.0			2.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0	2.0	2.0		2.0	1		2.0)	2.0			2.0	2.0	2.0
Arrival type			5	5	5	5	***************************************	5	-		5		5	 		5 3.0	5 3.0	5 3.0
Unit Extensi			3.0	3.0	3.0 0	3.0		3.0 0	-	0	3.0 5)	3.0 0	(<u> </u>	5	0	0
Ped/Bike/RT Lane Width	OR Volume	}	5 12.0	12.0	12.0			12.0	╅		12.	n	12.0	┝		12.0	12.0	12.0
Parking/Gra	do/Darking		12.0 N	0	12.0 N	1/2. N		0	十	N	N N		0	-	V	N	0	N
Parking/Gra Parking/hr	ue/Faiking		- ' -	<u> </u>	,,,	+~		Ι <u></u>	╅				<u> </u>	H	-	 ''	Ť	
Bus stops/h	······································		0	0	0	+0		0	╅		10		0	┢		0	10	0
บ _{กit Extensi}		3.0	3.0	3.0	3.0	-	3.0	┪		3.1		3.0	┪		3.0	3.0	3.0	
Phasing	Excl. Left	Thru	& RT	0:0	<u></u>		04		E)	ccl. l			B Only	<u>L</u>	Thi	ru & R	r I	08
	G = 32.0	G =		G =		G =				= 12		G	= 24.0		G=	22.0	G =	
Timing	Y = 5	Υ=		Υ=		Y =			Υ:	= 5			= 5		<u>Y</u> =		Y =	***************************************
Duration of												-	cle Len	gth	C =	= 140	.0	
Lane Gro	up Capac	ity, C		l Del	ay, a	nd L			te	rmi	natio					*****		
			EB				W			_			NB		_		SB	1
Adj. flow rat	е	702	318	336	6	4	60	3	Extended	8	382	1	035			211	603	268
Lane group	cap.	744	667	1346	74	14	64	6			954	1	939			279	839	1102
v/c ratio	, ,	0.94	0.48	0.25	0.6	9	0.9	93		. 0	0.92	O).53		(0.76	0.72	0.24
Green ratio		0.23	0.18	0.51	0.3	23	0.1	18		C).29	C	0.36		(0.09	0.16	0.42
Unif. delay	<u></u> d1	53.1	51.6	19.5	42	.5	56	.7		4	18.0	3	35.1		1	62.6	56.1	26.1
Delay factor		0.46	0.11	0.11	0.	11	0.4	45		0	0.44	7).14		7	0.31	0.28	0.11
	ncrem. delay d2 20.4 0.5				0.	.1	20	.7	Г	7	14.3	1	0.3			11.3	3.0	0.1
PF factor		0.802	0.855	0.31	4 0.8	302	0.8	355		C	7.724	0	.618		C	0.938	0.876	0.514
Control dela	ay	63.1	44.7	6.2	34	1.1	69	.2		4	19.1	12	22.0		1	69.9	52.1	13.5
Lane group		E	D	A	7	2	E	=			D	Ť	С			E	D	В
Apprch. del	ch. delay 44.7						5.8		L	T	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	34.	5				46.0	
	pproach LOS D							· · · · · · · · · · · · · · · · · · ·		1		С		***************************************			D	
Intersec. de		4	14.17.1.1.1	T			Int	ers	ecti	on LC	S			T		D		
rrageneeTM		<u></u>		anwight:	<u></u>	**	·	.0321	. 4	11 75 : ~1	hta Dana	d				***************************************		Version 4.

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10-F

					SHO			POF									
General Info	rmation						Site	e Info	rma	tion	*******				,		
Analyst Agency or Co Date Perforn Time Period		US 09/1	SAI SAI 1/08 PEAK				Are Jur	ersect ea Typ risdicti alysis	e on	r		ROSE I SANT. All off CAR R 2010	A FE Ier al LSB,	E D rea AC	R as)		
Volume and	d Timing In	put															
				EB				WB				NB				SB	T ===
			LT	TH	RT	LT		TH	R		<u>LT</u>	TH	RT		LT_	TH	RT
Num. of Lan	es		2	2	2	2		2	0	_	2	3	0		2	3	2
ane group			L	Τ	R	L		TR			<u>L.</u>	TR			L	T	R
Volume (vph)		320	375	514	15		290	13		158	914	11		150	839	694
% Heavy ve	h		2	2	2	2		2	2		2	2	2		2	2	2 0.95
PHF			0.95	0.95	0.95	0.9	5	0.95	0.9		0.95	0.95	0.95	2	0.95	0.95 A	0.95 A
Actuated (P/			A 20	A 2.0	A 2.0	2.0	,	A 2.0	A		A 2.0	2.0	A		A 2.0	2.0	2.0
Startup lost			2.0	2.0	2.0	2.0		2.0	╁		2.0	2.0	 		2.0	2.0	2.0
Ext. eff. gree Arrival type	}		5	5	5	5		5	T		5	5	1		5	5	5
Unit Extensi	on		3.0	3.0	3.0	3.0	,	3.0	1	一	3.0	3.0	<u> </u>		3.0	3.0	3.0
Ped/Bike/R1)	5		0	5		0	10		5	0	0		5	0	0
Lane Width			12.0	12.0	12.0	12.	0	12.0			12.0	12.0			12.0	12.0	12.0
Parking/Gra	de/Parking		N	0	Ν	N		0	1	J	Ν	0	N		Ν	0	N
Parking/hr	<u> </u>																
Bus stops/h	<u> </u>		0	0	0	0		0	1		0	0			0	0	0
Unit Extensi			3.0	3.0	3.0	3.0)	3.0			3.0	3.0			3.0	3.0	3.0
Phasing	Excl. Left	Thru	& RT	0	3	T T	04	T	Exc	. Le	ft I	VB Only	T	hr	u & RT		08
	G = 34.0		23.0	G =	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	G =			3 =			= 22.0			25.0	G=	
Timing	Y = 5	Υ =		Υ=		Y =			Y =	5		= 5			5	Y =	
Duration of						Vine management						/cle Len	gth (C =	140.	.0	
Lane Gro	up Capac	ity, C	ontro	ol Del	<u>ay, a</u>	nd L	<u>.0s</u>	S De	ern	<u>nin</u>	atior		*****				***************************************
			EB				W	В				NB		_		SB	
Adj. flow rat	е	337	395	541	1	6	44	7		16	6	974			158	883	731
Lane group	сар.	791	613	1252	79	1	58	1		88	4	1980			256	953	1197
v/c ratio	77.3	0.43	0.64	0.43	0.0	02	0.7	7		0.1	9	0.49		0),62	0.93	0.61
Green ratio		0.24	0.16	0.47	0.2	24	0.1	6		0.2	27	0.37		1	0.08	0.18	0.46
Unif. delay		44.8	54.7	24.6	40	.3	56.	.0		39.	.2	33.8		ſ	32.5	56.6	28.6
Delay facto		0.11	0.22	0.11	0.	11	0.3	32		0.1	1	0.11		T	0.20	0.44	0.20
Increm. dela		0.4	2.3	0.2	0.	.0	6.	2		0.	1	0.2		Ī	4.5	14.6	0.9
PF factor		0.786	0.869	0.40	5 0.7	786	0.8	69		0.7	′52	0.606		C	0.943	0.855	0.439
Control dela	ay	35.6	49.8	10.2	31	.7	54.	.9		29	.5	20.7		Ţ	53. <i>4</i>	63.0	13.5
Lane group	LOS	D	D	В		>	L)		C)	C			E	E	В
Apprch. del	lay	2	9.2			54	4. 1		-		22	2.0		I		42.6)
Approach L	.os	1	С			l	D				()				D	
Intersec. de	elay	3	5.0					Inte	erse	ction	LOS					D	
riggs oo TM		-X		Convright	@ 2000	Thistory	itu o	f Plorida	All E	inhte	Reserve	vl					Version 4

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						SHC	RTR										
General Info	rmation						Si	te Info	rmatic			10110		A : C"		A f	
Analyst				SAI			Int	ersect	ion	1	KAN			N. F. RD.	E@SA	IV.	
Agency or C				SAI			Ar	еа Тур	е			Allo					
Date Perforn	ned			1/08 PEAK				risdicti						BAL			
Time Period				LAN			<u> Ar</u>	nalysis	Year	Y	ΈA	R 201	O N	O PI	ROJEC	<i>)</i>	
Volume and	d Timing I	npu					T	1015		Т		NB			·	SB	
				LT	EB TH	RT	LT	WB TH	RT	<u> </u>	T I	TH	TF	₹ Τ	LT	TH	RT
Num. of Lan	06			1	1	0	2	1	1	1	-	3		1	2	3	1
Lane group				Ĺ	TR		L	T	R	L		T	17	₹	L	T	R
Volume (vph	.)			80	33	108	576	54	327	54		1414	4:	21	181	720	52
% Heavy ve			_	2	2	2	2	2	2	2		2		2	2	2	2
PHF	· []			0.95	0.95	0.95	0.95	0.95	0.95	0.9		0.95	0.	95	0.95	0.95	0.95
Actuated (P/	(A)			Α	Α	A	Α	Α	Α	A		Α	7	4	Α	Α	Α
Startup lost				2.0	2.0		2.0	2.0	2.0	2.	*********	2.0		.0	2.0	2.0	2.0
Ext. eff. gree	∍n	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2.0	2.0		2.0	2.0	2.0	2.		2.0		.0	2.0	2.0	2.0
Arrival type				5	5	<u> </u>	5	5	5	5	*************	5		5	5	5	5
Unit Extensi				3.0	3.0	 	3.0	3.0	3.0	3.		3.0		00 00	3.0 5	3.0	3.0
Ped/Bike/R1	FOR Volun	ne		5 12.0	12.0	0	5 12.0	0 12.0	0 12.0	12		0 12.0		2.0	12.0	12.0	12.0
Lane Width	do/Darkin/			12.U N	0	₩.	12.0 N	0	12.0 N	1,2		0	<u> </u>	N	N	0	N
Parking/Gra	uerraikiiţ	<u>}</u>		14	<u> </u>	 '` -		١ <u>ٽ</u>		╁		Ľ	╁	*	 	<u> </u>	
Parking/hr Bus stops/h		-	 .	0	0	 -	0	0	0	+-,)	0	╁	0	0	0	10
Unit Extensi				3.0	3.0		3.0	3.0	3.0		.0	3.0		3.0	3.0	3.0	3.0
	Excl. Le	4 T7	'h ru	& RT)3	0.0		Excl. L			ru & F			07		08
Phasing	G = 35.0			30.0	G =	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	G =		= 11			= 44.		G=	COLUMN TO THE REAL PROPERTY.	G =	
Timing	Y = 5				Y =		Υ =		= 5		Y	= 5		Y =		Υ =	
Duration of	Analysis (l	nrs) =	· 0.:	25							Су	cle Le	ngth	ì C =	= 140	.0	
Lane Gro	ир Сара	icity	, C	ontro	l De	lay, ar	nd LO	S Det	ermir	nati	on						
				EB			WB					ΙB				SB	
Adj. flow rat	е	84		149		606	57	344	57		148	38	127		191	758	55
Lane group	сар.	419		372		814	399	490	132	2	167	79 8	396		256	1678	468
v/c ratio	***************************************	0.20)	0.40		0.74	0.14	0.70	0.4	3	0.8	9 ().14	(0.75	0.45	0.12
Green ratio		0.2	5	0.21		0.25	0.21	0.33	0.0	8	0.3	1 ().60	(0.08	0.31	0.31
Unif. delay	d1	41.	5	47.3		48.4	44.6	41.0	61.	5	45.	6	12.2	(63. <i>1</i>	38.4	34.2
Delay factor	Delay factor k 0.11 0.11						0.11	0.27	0.1	1	0.4	11 ().11	(0.30	0.11	0.11
Increm. del	ay d2	0.2		0.7		3.8	0.2	4.5	2.3	3	6.	1	0.1		11.3	0.2	0.1
PF factor	******	0.77	78	0.818		0.778	0.818	0.674	0.9	43	0.6	94 (.12	5 (0.943	0.694	0.694
Control dela	ay	32.	5	39.4		41.4	36.6	32.1	60.	3	37	.8	1.6		70.9	26.8	23.8
Lane group	group LOS C D					D	D	С	E		Ľ)	Α		E	С	C
Apprch. del	ay	36	.9		3	7.9			3	5.8					35,1		
Approach L	.os		Ĺ)			D				D					D	
Intersec. de	elay	T	36	.2				Inters	ection	LOS	3					D	
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					SHC	RTR										
General Info	ormation					Si	te In	forr	natio							
Analyst Agency or C Date Perforr Time Period		Ü 09/	ISAI ISAI 11/08 PEAK			A Ji	terse rea T urisdio nalys	ype ctio	r		All C	LIJC othe ARL	RD r are SBA	as		
Volume an	d Timing I	nput														
				EB	T		WB				NB				SB	Lot
N			LT 1	TH 1	RT 0	LT 2	TH 1	-	RT 1	LT 1	TH		RT 1	LT 2	TH 3	RT 1
Num. of Lan	es			TR	 	L	T	-	R	L.	T T	-	R		T	R
Lane group	. \		L 122	64	29	661	27		187	62	775		54	179	1076	112
Volume (vpł % Heavy ve			2	2	29	2	2	+	2	2	2		2	2	2	2
PHF	7[[0.95	0.95	0.95	0.95	0.95	10	2.95	0.95	0.95		.95	0.95	0.95	0.95
Actuated (P	/A)		Α	Α	A	А	A		Α	Α	Α		Ä	Α	Α	Α
Startup lost	NAME OF TAXABLE PARTY.		2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0		2.0	2.0	_	2.0	2.0	2.0		2.0	2.0 5	2.0 5	2.0 5
Arrival type			5	5	-	5	5	_	5	5	3.0		5 3.0	3.0	3.0	3.0
Unit Extensi			3.0	3.0	0	3.0 5	3.0	_	3.0 0	3.0 5	0		3.0 300	5	0	0
Ped/Bike/R	IOR Volun	ne	5 12.0	12.0	+	12.0	12.0	<u>, </u>	12.0	12.0	12.0		2.0	12.0	12.0	12.0
Lane Width	do/Dorkins	·	12.0 N	0	$\frac{1}{N}$	N N	0	<u></u>	12.0 N	N	0		<u> </u>	N	0	N
Parking/Gra	ue/raiking)	 ''\	<u> </u>	+~~	+~~	₩	┪		- <u>'`</u> -	Ť	十		╁╧╾	<u> </u>	1
Parking/hr			0	0		0	10	\dashv	0	0	10	-	0	T_{σ}	0	10
Bus stops/h			3.0	3.0	-	3.0	3.0	-	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Unit Extens	Excl. Let	a Trb.	u & RT	<u> </u>)3	04			xcl. Le		hru &		Ť	07		08
Phasing	G = 37.0		25.0	G =	/	G =		_	= 13.		= 45		G:		G =	
Timing	Y = 5	Y =		Y =		Υ =			= 5		= 5		Υ =	=	Υ =	
Duration of				Ì							ycle L	engt	h C	= 140	.0	
Lane Gro	up Capa	icity, (Contro	ol De	lay, aı	nd LO	S De	ete	rmin	ation	}			#CM-774-0C-100-100-100-100-100-100-100-100-100-		
			EB			WB					NB				SB	
Adj. flow rat	te	128	98		696	28	19	7	65	8	16	162	?	188	1133	118
Lane group	cap.	443	334	Ì	861	333	45	7	156	17	17	928	}	302	1716	479
v/c ratio		0.29	0.29		0.81	0.08	0.4	3	0.42	? 0.	48	0.17	7	0.62	0.66	0.25
Green ratio		0.26	0.18		0.26	0.18	0.3	1	0.09	0.	32	0.62	2	0.09	0.32	0.32
Unif. delay	d1	41.0	49.8		48.2	48.0	38.	7	59.9	3	3.0	11.3	3	61.1	40.9	35.0
Delay facto	r k	0.11	0.11		0.35	0.11	0.1	1	0.1	1 0.	11	0.1	1	0.21	0.23	0.11
Increm. del	ncrem. delay d2 0.4				5.8	0.1	0.	7	1.8	(.2	0.1		3.9	1.0	0.3
PF factor					0.761	0.855	0.7	04	0.93	32 <i>0</i> .	684	0.13	32	0.932	0.684	0.684
Control del	ay	31.6	43.1		42.4	41.1	27.	9	57.6	3 2	6.2	1.6	<u> </u>	60.9	28.9	24.2
Lane group	ne group LOS C				D	D	C		E		С	Α		E	С	C
Apprch. de	lay	3	6.6		3	39.3				24.4	1				32.7	
Approach L	os		D			D				С					С	
Intersec. de	elay	3	2.2				Inte	rse	ction	LOS					С	
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					SHC	RT RI			-4:											
General Info	rmation						te Inf				NCHO	SAN	I. FI	E@CA	M.					
\nalyst			ISAI			Int	ersec	ction		1//		INIPI								
Agency or Co			ISAI 11/08				ea Ty					ther								
Date Perform Time Period	leu		PEAK				risdic ralysi:		or	VE	C/ AR 20:	IRLS			7.7					
	I Time in an I						ialysi	5 1 6	:a:	, , L	AN ZU	- 740		· · · · · · ·		 				
Volume and	i iming i	nput	T	EB		T	WB				NB				SB					
			LT	TH	RT	LT	ΤΉ	F	₹Т	LT	TH	R	Τ	LT	TH	RT				
Num. of Land	es		1	1	0	1	1	1	1	1	3	1	·	1	3	1				
ane group		· · · · · · · · · · · · · · · · · · ·	L	TR		L	T	F	₹	L.	T	F		L	T	R				
/olume (vph)		128	5	55	43	5	7		15	1691	3		24	1334	46				
% Heavy ve	h		2	2	2	2	2		2	2	2	12		2	2	2 0.95				
PHF .			0.95	0.95	0.95	0.95	0.95	_		0.95 A	0.95 A	0.9		0.95 A	0.95 A	0.95 A				
Actuated (P/			2.0	A 2.0	A	A 2.0	A 2.0	1/2	.0	2.0	2.0	$+\frac{r}{2}$		2.0	2.0	2.0				
Startup lost t Ext. eff. gree			2.0	2.0	†	2.0	2.0		0	2.0	2.0	1 2.	***	2.0	2.0	2.0				
Arrival type	·11	., ,	5	5		5	5		5	5	5	1 3	5	5	5	5				
Unit Extensi	n		3.0	3.0		3.0	3.0	3	.0	3.0	3.0	~~~	.0	3.0	3.0	3.0				
Ped/Bike/RT		ne	5		0	5	0		0	5)	5	0	0				
Lane Width			12.0	12.0		12.0	12.0		2.0	12.0	12.0		2.0	12.0	12.0	12.0				
Parking/Gra	de/Parking	j	N	0	N	N	0		N	N	0	1	<u>V</u>	N	0	N				
Parking/hr				<u> </u>										ļ		ļ.,				
Bus stops/hi	-		0	0		0	0		0	0	0	<u></u> }	0	0 0 0						
Unit Extensi	on		3.0	3.0		3.0	3.0		3.0	3.0			.0	3.0	3.0	3.0				
Phasing	Excl. Le		u & RT)3	04			cl. Le		Thru & G = 68		G=	07	G =	80				
Timing	G = 17.0 Y = 5) G = Y =	13.0	G = Y =		G = Y =		$\frac{G}{Y} =$	12.		Y = 5	· <u>U</u>	Y =		$\frac{16}{Y} = \frac{1}{1}$					
Duration of	L			 	(Cycle L	ength			and the second					
Lane Gro				ol De	lav. a	nd LO	S De	ter	min	-	Name and Address of the Owner, where the Owner, which is the Owne			······································						
Licento Gro	up oup	<u> </u>	EB			WB			ساسا هرجهه		NB	MODINICAL PROPERTY.	T		SB	· · · · · · · · · · · · · · · · · · ·				
Adj. flow rat	e	135	63	T	45	5	74		16	1	780	39		25	1404	48				
Lane group		219	169		219	186	341	1	155	2	794	1038		155	2793	781				
v/c ratio		0.62	0.37	1	0.21	0.03	0.2	2	0.10	,).64	0.04	T	0.16	0.50	0.06				
Green ratio		0.13	0.10		0.13	0.10	0.23		0.09	,).52	0.69	7	0.09	0.52	0.52				
Unif. delay	d1	53.4	54.7	1	50.5	52.8	40.	5	54.1		22.2	6.3	7	54.4	20.1	15.3				
Delay factor		0.20	0.11	1	0.11	0.11	0.1	1	0.11	,	0.22	0.11	1	0.11	0.11	0.11				
Increm. del		5.2	1.4	1	0.5	0.1	0.3	3	0.3	1	0.5	0.0	T	0.5	0.1	0.0				
PF factor		0.900	0.926	<u> </u>	0.900	0.926	0.80	00	0.93	2	269	0.16	3	0.932	0.269	0.269				
Control dela	зу	53.2	52.0		45.9	48.9	32.	7	50.7	7	6.4	1.0		51.2	5.5	4.1				
Lane group		D	D		D	D	С		D		Α	Α		D	Α	Α				
Apprch. del		5	2.8			38.1				6.	7				6.3					
Approach L			D			D				F	\			A						
Intersec. de	elay	1	0.1				Inte	rsec	tion l	LOS					В					
rraggeoodM	·········	- 4		Convriet	•	University of	of Florid	la Ali	Rights	Reser	ved					Version 4				

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						SHC	ORT R														
General Info	rmation						Si	te Inf	orn	natio		# N 1 C 1									
Analyst Agency or Co Date Perforn Time Period			US 19/1	SAI SAI 1/08 PEAK			Aı Ju	terse rea Ty irisdic nalysi	/pe xtion	า		Þ	JUN NI oti CAF	IIPERO her are RLSBA	as						
Volume and	l Timing l	nput													·····						
					EB	TEE	ļ.,	WB	-1-	RT	LT		VB TH	RT	LT	SB TH	RT				
				LT	TH	RT 0	LT 1	1	╁	1	1	······································	3	1	1	3	1				
Num. of Lan	es			1	1	 ' -		Ť	╬	, R	Ĺ		T	, R	Ιż	T	R				
ane group		-		L	TR	32	L 34	16		00	31		09	123	106	1518	142				
Volume (vph % Heavy ve			\dashv	82 2	<u>8</u> 2	$\frac{32}{2}$	2	2		2	2		2	2	2	2	2				
% neavy ve PHF	·[[0.95	0.95	0.95	0.95			0.95		95	0.95	0.95	0.95	0.95				
Actuated (P/	A)			Α	Α	Α	Α	Α		A	Α			Α	Α	Α	Α				
Startup lost t	ime			2.0	2.0		2.0	2.0		2.0	2.0		.0	2.0	2.0	2.0	2.0				
Ext. eff. gree	n			2.0	2.0	_	2.0	2.0		2.0	2.0 5		.0 5	2.0 5	2.0	2.0 5	2.0 5				
Arrival type				5	5		5 3.0	5 3.0	-	5 3.0	3.0		3.0	3.0	3.0	3.0	3.0				
Unit Extensi Ped/Bike/RT		00		3.0 5	3.0	30	5	0		0	3.c	<u> </u>	, U	0	5	0	0				
Lane Width	OR Volum	IC		12.0	12.0	130	12.0	12.0		2.0	12.0	0 1	2.0	12.0	12.0	12.0	12.0				
Parking/Gra	de/Parkino	1		N	0	$+_{N}$	N	0	Ť	N	Ν)	Ν	N	0	N				
Parking/br	ach anan	2			Ť	1		╁╌	十			\top									
Bus stops/h	r			0	0	-	0	0	十	0	0	1	0	0							
Unit Extensi				3.0	3.0		3.0	3.0	1	3.0	3.0	7 3	3.0	3.0	0 0 0 3.0 3.0 3.						
Phasing	Excl. Le	ft T	hru	& RT	L)3	04		Ex	cl. Le	ft	Thru	&R	T	07		80				
	G = 17.0			13.0	G =		G =			= 15.	0	G =				G =					
Timing	Y = 5		=	AND DESCRIPTION OF THE PERSON	Y =		Y =		Y =	= 5		Y =		- Y =		Y =					
Duration of	Analysis (l	nrs) =	0	25	<u> </u>			<u> </u>					Ler	gth C	= 130						
Lane Gro	up Capa	city	<u>, C</u>) De	lay, a		SU	tei	rmin	atio	on	***************************************			SB					
				EB			WB					NB	.		4.40		440				
Adj. flow rat	е	86		10	ļ	36	17	10		33		1167	_	29	112	1598	149				
Lane group	сар.	219		190	<u> </u>	219	186	37	5	193		2671		004	193	2670	747				
v/c ratio		0.39)	0.05		0.16	0.09	0.2	8	0.17		0.44	0.	13	0.58	0.60	0.20				
Green ratio		0.13	<u>~</u>	0.10		0.13	0.10	0.2	5	0.12		0.50	0.	.67	0.12	0.50	0.50				
Unif. delay	d 1	51.8	}	52.9		50.2	53.1	39.	0	51.9	,	20.8	7	7.8	54.5	23.2	18.1				
Delay facto		0.11	1	0.11		0.11	0.11	0.1	1	0.11		0.11	0	.11	0.17	0.19	0.11				
Increm. del		1.2		0.1	1	0.4	0.2	0.4	1	0.4		0.1	7	0.1	4.4	0.4	0.1				
PF factor		0.90		0.926		0.900	0.926	0.7	73	0.91	3	0.333	0.	151	0.913	0.333	0.333				
Control dela	av	47.7		49.1	1	45.5	49.4	30.	5	47.8	3	7.0		1.2	54.1	8.1	6.1				
Lane group		D		D		D	D	C		D		A		A	D	A	A				
Apprch, del		1	47	<u> </u>			36. <i>0</i>				7	.5			10.7						
Approach L		1)			D			T	,	4			70.7 B						
Intersec. de		†		.7		-		Inte	rse	ction l	LOS					В	·····				
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	***************************************				SI	HO	RTR	EPO	R	T					**********			
General Info	rmation						S	ite Inf	or	mati								
Analyst Agency or C Date Perforr Time Period	ned	U: 09/1	SAI SAI 11/08 M PEA	K			A. Ju	iterse rea Ty urisdic nalysi	/pe tio	∍ in			CHO SA CO All oth CAR R 2010	ST ner LS	A A are BA	as D		
Volume and	d Timing Inp	ut																
				EB				WB			<u> </u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NB			1	SB	l br
		.,	LT	TH	R		<u>LT</u>	TH 2	╬	RT 0	L [*]		TH 3	(<u>?T</u>	LT 2	TH 3	RT 0
Num. of Lan	es		1	2	0		1	 	╀	U			ļ					<u> </u>
Lane group			L	TR	<u> </u>		L	TR	4				TR	5		L 123	TR 1179	213
Volume (vph			302 2	184 2	150 2	2	35 2	252 2	+	59 2	82		1367 2	2		2	2	2
% Heavy ve PHF	20		0.95	0.95	0.9	5	0.95	0.95	1	0.95	0.9	5	0.95	0.		0.95	0.95	0.95
Actuated (P	/A)		A	A	A		A	A	Ť	A	A		Α	7	****	Α	Α	Α
Startup lost	time		2.0	2.0			2.0	2.0	I		2.0		2.0			2.0	2.0	<u> </u>
Ext. eff. gree	∍n		2.0	2.0	<u> </u>		2.0	2.0	_	···	2.0	****	2.0	<u> </u>		2.0	2.0 5	
Arrival type			5	5	 		5	5	-		5		5 3.0	-		5 3.0	3.0	
Unit Extensi		- Andreas	3.0 5	3.0	0		3.0 5	3.0 0	_	40	3.	,	0	1	5	5	0	100
Lane Width	TOR Volume	,	12.0	12.0	╁		12.0	12.0	十	****	12.	0	12.0	┝╌		12.0	12.0	├ ``
Parking/Gra	de/Parking		N	0	N		N	0	十	Ν	1 N		0	1	V	N	0	N
Parking/br	don andrig		<u> </u>	Ť	H				T		+					 		
Bus stops/h	r		0	0	\vdash		0	10	1		10		0	┪		0	0	
Unit Extensi			3.0	3.0	╁		3.0	3.0	+		3.		3.0	T		3.0	3.0	†
Phasing	Excl. Left	EB	Only	Thru	& R'	FT'	04	1	E	xcl. L	.eft	TI	ru & R	Ħ		07		08
	G = 16.0	G =	18.0	G =	18.0		G =			= 1	1.0		= 42.0		G=		G =	
Timing	Y = 5	Y =		Y = 3	5		Υ =		Υ:	= 5			= 5		Y =		<u> Y =</u>	
	Analysis (hrs			<u> </u>					4	7			cle Len	gtr	1 C :	= 730.	U	
Lane Gro	up Capac	ity, C			<u>ау,</u>	an			te	rmı	nati	on					~	
		<u> </u>	EE					VB	-				NB	T-		<u> </u>	SB	
Adj. flow rat	е	318	358	3		37		85	<u> </u>		86		1454	┡		129	1360	
Lane group	сар.	503	109	1	Ź	206	5	10			276		1723	L		276	1702	
v/c ratio		0.63	0.3	3	(0.18	3 0.	56			0.31		0.84			0.47	0.80	
Green ratio		0.30	0.3	2	().12	2 0.	14			0.08		0.32			0.08	0.32	
Unif. delay	d1	39.3	34.	0		51.1	52	2.3	Г		55.9		40.9	T		56.7	40.1	
Delay facto	·	0.21	0.1	1	1	0.11	0.	16	T		0.11		0.38	T		0.11	0.34	
	ncrem. delay d2 2.6 0.							.4	T	_	0.6		4.0	T	***************************************	1.3	2.8	
PF factor						0.4 0.90		893	T	— 	0.938	}	0.682	T		0.938	0.682	:
	F factor 0.714 0.69 ontrol delay 30.7 23.1					46.8		8.1	T		53.1		32.0	T		54.5	30.2	1
Lane group		С	c			D		D	T		D		С	T		D	C	
Apprch, del		†	27.0		1		47.9					33	3.1				32.3	
	Approach LOS C						D					,	C		**********		С	
intersec. de	elay				·	lr	ter	rsect	ion L	os					С			
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					SH	IOR		EPOF									
General Info	rmation						S	ite Info	rma	tion							
Analyst			SAI SAI				ln	tersec	ion		RAN	CHO SI CC	ANTA STA		DR.	/LA	
Agency or C Date Perforn			1/08					rea Tyj				All of					
Time Period			M PEA	K				ırisdict nalysis		r	VEA	CAF R 2010	RLSBA		JEC	т	
	J Timina lan	&					1	naiy 510		•			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,		<u>'</u>	
volume and	d Timing Inp	ut I		EB		- -		WB		Т		NB		T		SB	
		ŀ	LT	TH	R		T	TH	RT	- †	LT	TH	RT	十工	T	TH	RT
Num. of Lan	es		1	2	0	1	1	2	0	Ī	2	3	0	2	2	3	0
ane group			L	TR		L	-	TR		T	L	TR		L		TR	
Volume (vph)		251	160	145	5 2	6	207	45		205	1151	35	14	2	1177	255
% Heavy ve			2	2	2	2	?	2	2		2	2	2	2		2	2
PHF			0.95	0.95	0.9			0.95	0.95	5 (0.95	0.95	0.95			0.95	0.95
Actuated (P/			Α	Α	A	1		Α	Α	[Α	Α	Α			Α	A
Startup lost t			2.0	2.0		2.	***************************************	2.0	ļ		2.0	2.0	<u> </u>	2.	***************************************	2.0	ļ
Ext. eff. gree	n		2.0	2.0	-			2.0		_	2.0	2.0	<u> </u>	2.		2.0 5	<u> </u>
Arrival type			5	5	├—	15		5	 	+	5	5		5		3.0	
Unit Extensi			3.0 5	3.0 0	0	3.		3.0 0	40		3.0 5	3.0 0	0	3. E	.0	0	100
Ped/Bike/R i Lane Width	OR Volume		12.0	12.0	╁		2.0	12.0	40	┪	12.0	12.0	Ι <u>ٽ</u>		2.0	12.0	700
Parking/Gra	de/Parking		N	0	Ν		V	0	Ν		N	0	N	1		0	N
Parking/hr					1	一			1	T	*********		Ì				
Bus stops/hi	*		0	10	-	17)	0	1	十	0	0	1	17	0	0	
Unit Extensi			3.0	3.0	十	3.	0	3.0	1	一十	3.0	3.0	 	3.	.0	3.0	
Phasing	Excl. Left	EB	Only	Thru	& R		04		Excl.	Let	ft Th	ıru & R	ŤΤ	07)8
·····	G = 24.0	G =		G =) = 1			= 42.0		=		G =	
Timing	Y = 5	Y =	5	Υ=	5	Υ =	5)	/= 5	5		= 5	Υ			Y =	
	Analysis (hrs											cle Len	gth C	= 1	130.	0	
Lane Gro	up Capaci	ty, C	ontr	ol Del	ay,	and	LO	S Def	erm	ina	ation	MT-1-1-10-1-1-1-1-1					
			EE	}			V	/B		L		NB				SB	
Adj. flow rat	е	264	32	1		27	22	23		21	6	1249		14	19	1402	
Lane group	cap.	438	81	1	1	309	60	00	oo oo oo oo oo oo oo oo oo oo oo oo oo	32	26	1718		32	26	1694	
v/c ratio		0.60	0.4	0	C	0.09	0.3	37		0.6	66	0.73		0.4	46	0.83	
Green ratio		0.26	0.2	4	C	0.18	0.	16		0.1	10	0.32		0.1	10	0.32	
Unif. delay o	j 1	42.1	41.	6	4	13.9	48	3.6	***************************************	56	.4	38.9		55	5.2	40.7	
Delay factor	r k	0.19	0.1	1	0).11	0.	11		0.2	24	0.29		0.	11	0.37	
Increm. dela	ay d2	2.3	0.3	3		0.1	0	.4		5.	О.	1.6		1.	.0	3.6	
PF factor	1 0.7	91	o	.849	0.8	872		0.9	26	0.682		0.9	926	0.682			
Control dela	Control delay 34.5 33.3						42	2.8		57	7.2	28.1		52	2.1	31.3	
Lane group	LOS	С	С			D] i	9		E		С		L)	С	
Apprch. del	ay		33.8			4	2.2				32	.4				33.3	
Approach L	os		С				D				()				С	
Intersec. de	lay		33.6			**		Int	ersec	tior	LOS					С	
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					SHC		REP		(T rmatic	\P1							:
General Info Analyst Agency or C Date Perforn Time Period	o. ned	US, US, 09/11 010 AM	AI 1/08	K			Inters Area Juriso	ecti Typ dicti	ion e				AM. I her a RLSE	DE are 3AL	LO as	·T	
Volume and	d Timing Inp	ut			*****							K 35%					
			LT	EB TH	RT			/B H	RT	L	r I	NB TH	RT	-	LT	SB TH	RT
Num. of Lan	AS.		0	0	0	2	+ ;		1	0	-	3	0		1	3	0
			-		-	17			R	1-	anamara.	TR	-		L	T	
ane group /olume (vph	.,,			-		265			126	╂		1382	190)	95	1275	
% Heavy ve				1		2			2	╅		2	2		2	2	
PHF	/13			1	- September - American	0.95	5		0.95	T		0.95	0.9	5	0.95	0.95	
Actuated (P/	/A)					A			Α	L		Α	Α		Α	Α	
Startup lost						2.0			2.0			2.0			2.0	2.0	
Ext. eff. gree	∍n					2.0			2.0	_		2.0	<u> </u>		2.0	2.0	ļ
Arrival type				 		5			5	_		5			5	5	<u></u>
Jnit Extensi						3.0			3.0		***	3.0		,	3.0	3.0	
	FOR Volume		5	4		5			40	5		0	0		46.0	40.0	
ane Width						12.0			12.0	 ,	,	12.0	N		12.0 N	12.0 0	N
Parking/Gra	de/Parking		N	-	N	<u> N</u>		0	N	N		0	\vdash^{N}		N	-	<u> </u>
Parking/hr				-}}		╀┈		·····	0	╂		0	-		0	0	<u> </u>
Bus stops/h			 	 		10			<u> </u>	-		ļ	├			<u> </u>	
Unit Extensi						3.0			3.0	1		3.0	<u>L</u>		3.0	3.0	<u></u>
Phasing	WB Only	02	2	03		G =)4		SB On			ru & R = <i>85.0</i>		3 =	07	G =	8
Timing	G = 25.0 Y = 5	G = Y =		G = Y =		Y =			f = f	· <u>·</u>		= 50.0		<u> </u>		Y =	
Duration of	Analysis (hrs	B	5	,	اـــــــــــــــــــــــــــــــــــــ							cle Ler					
	up Capaci			ol Dela	v. aı	nd L	os I	Oet	ermir							The second secon	
	SP SAFE		EE		<u> </u>		WB	-	Т	***********		NB		П	,	SB	
Adj. flow rat	:e	-	T		279	7		91	7		10	355	**************************************	7	100	1342	T
Lane group		_			581		***********	48			~ { ~~	183		7	180	4004	
v/c ratio			╁┈		0.48	8		0.1	9		0	.52		1	0.56	0.34	1
Green ratio			<u> </u>	1	0.18			0.3			+-	.61		ᅥ	0.11	0.75	1
Unif. delay		-	十一		51.			34.				5.8		7	59.3	5.8	1
Delay factor		+	╫		0.1			0.1				.13		_	0.15	0.11	-
Increm. dela		 	+-	_	0.6		4	0			-	0.2		ᅦ	3.8	0.0	1
PF factor				0.85			0.6				127		┪	0.920	0.200	1	
Control dela	av	-	+		44.			23.				2.2			58.4	1.2	1
Lane group			╅		D			C				A			E	A	T
Apprch. del				<u> </u>	1	39.	6	1	$\neg \dagger$		2	.2				5.2	
Approach L				1	D			<u>†</u>			4			****	А		
Intersec. de			1			Inte	rsectio	n LC	os					А			
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		<u></u>			SHO	DRI	RE									
General Info	rmation						Site	Info	rmat	ion				,		
Analyst Agency or Co Date Perforn Time Period	o. ned	US US 09/1 010 PM	AI 1/08	K			Are: Juri	rsec a Ty sdict lysis	pe	,		DR./C/ All of CAF	AM. D her ar RLSBA	eas	OT	
Volume and	d Timing Inp	ut				****										
				EB		T		WB				NB			SB	
			LT	TH	RT	L	I	TH	RT	L	<u>.T</u>	TH	RT	LT	TH	RT
Num. of Lan	es		0	0	0	2	2	0	1)	3	0	1	3	0
ane group		,				L	-		R			TR		L	T	
/olume (vph)					13	30		130			1161	200	126	1222	
% Heavy ve						2	?		2		4.8	2	2	2	2	<u> </u>
PHF						0.9			0.95			0.95	0.95	0.95	0.95	<u> </u>
Actuated (P/						1			A			A	Α	A	A	ļ
Startup lost t			<u> </u>			2.		***********	2.0			2.0	}	2.0	2.0	 -
Ext. eff. gree	en	.,				2.			2.0 5	+		2.0 5	 	2.0 5	2.0 5	
Arrival type			-			1.5						3.0	-	3.0	3.0	
Unit Extensi					******	3.			3.0 40		5	0	0	3.0	3.0	
	OR Volume		5				2.0	****	12.0			12.0	l	12.0	12.0	
_ane Width	d - /Darkina		l N		N		U	0	12.0 N		V	0	N	N N	0	l _N
Parking/Gra	de/Parking		14			-	` 		1"		¥	╁┷╾	 '`		╁┷	╁╌
Parking/hr			╂	.		+,			10	_		0	┼──	0	0	1
Bus stops/hi			╂		 		.0		3.0	_		3.0	 	3.0	3.0	┼──
Unit Extensi		T	<u></u>		<u></u>	13					T	hru & R	 	07	_1	J 08
Phasing	WB Only G = 18.0	G =	۷	G =	•	G=	04		SBC			= 74.0			G =	<i>.</i>
Timing	G = 70.0 $Y = 5$	Y =		Y =		Υ=			Y = 5			= 5	Ť			
Duration of	Analysis (hrs		5	<u> </u>	*********	<u></u>	0.10-10-10-10-10-10-10-10-10-10-10-10-10-1							= 130	.0	
	up Capac			l Dela	ıv. a	nd	LOS	De	erm	inat	ion)				
Lanc Olo	ap oupao	7, 0	EE		1		WB			<u> </u>		NB	***************************************	Ĭ	SB	
Adj. flow rat	^	-	T	<u> </u>	137	7	T	-	5		11	433		133	1286	
					45		 -	_	30			240		297	4189	
Lane group	сар.			- 	0.3			_ļ	18	 -	-).44		0.45	0.31	╫
v/c ratio Green ratio				-	0.1	**********	 		35			0.57	***************************************	0.18	0.78	+
	-14		-	_	50.		 		0.0	 		16.1		47.8	4.0	
Unif. delay		_			0.1				11	<u> </u>		0.11		0.11	0.11	┪
Delay factor				_	0.1		<u> </u>		.2	 	-	0.1		1.1	0.0	+
Increm. dela	ay u∠		·	0.8		┼	_	. <u>~</u> 635).119		0.857	0.232	+	
PF factor		_			45.	····	 		3.6	 		2.0		42.0	1.0	+-
Control dela		_				**********	-		3.0 B		-	A A		D D	$\frac{1}{A}$	-
Lane group		_			D		<u></u>	<u></u>	<i></i>	 			<u> </u>	+ -	4.8	
Apprch. del			(11)			4.4 C			 		2.0		-			
	oproach LOS									<u>L</u>		<u> </u>			A	
Intersec. de	elay		5.7			······································	····		ersect					<u> </u>	A	
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General Info	ormation						Site	e Info	ormati								
Analyst Agency or C Date Perforn Time Period	ned	ŲS	SAI SAI 1/08 K HOU	JR			Are Juri	ersec a Tylisdict alysis	ре			All of	RCE her a RLSE	LC are BAI) as D		
Volume and	d Timing In	out															
				EB				WB				NB				SB	
			LT	TH	RT	LT		TH	RT	L,	<u> </u>	TH	RT	_	LT	TH	RT
Num. of Lan	es		1	1	1	1	_	2	0	1		3	0		1	3	0
Lane group			L	T	R	L		.TR	<u> </u>	L		TR			L	TR	
Volume (vph			91	120	70	295	1	135	110	55		1371	335	_	90 2	1387	64
% Heavy ve	h		2 0.95	2 0.95	2 0.95	2 0.95	-	<u>2</u>).95	2 0.95	0.9	5	2 0.95	2 0.95		0.95	2 0.95	0.95
PHF Actuated (P/	٨١		0.95 A	0.95 A	0.95 A	0.90 A		A.95	0.90 A	D.9	<u> </u>	A	0.9c	<u></u>	A	0.95 A	A
Startup lost			2.0	2.0	2.0	2.0		2.0	T	2.0)	2.0	<u> </u>		2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0	2.0	2	2.0		2.0)	2.0			2.0	2.0	
Arrival type			5	5	5	5		5		5		5			5	5	
Unit Extensi	on		3.0	3.0	3.0	3.0		3.0		3.0		3.0	<u></u>		3.0	3.0	
Ped/Bike/RT	OR Volume		0	0	0	0		0	0	0		0	0		0	0	0
Lane Width			12.0	12.0	12.0	12.0	1	2.0		12.		12.0			12.0	12.0	
Parking/Gra	de/Parking		Ν	0	N	N	_	0	N	N		0	Ν		Ν	0	N
Parking/hr							_			_					ļ		
Bus stops/hi	•		0	0	0	0	_	0		0		0	<u> </u>		0	0	
Unit Extensi	on		3.0	3.0	3.0	3.0	<u> </u>	3.0	1	3.		3.0			3.0	3.0	
Phasing	EB Only		Only	0:	3		4		Excl. L			ıru & R			07		80
Timing	G = 16.0 $Y = 4$	G = Y =		G = Y =		G = Y =			$3 = \frac{12}{4}$	2.0		= 53.0 = 5		} = / =		G = Y =	
Duration of	γ = <i>4</i> Analysis (hrs			<u> </u>								cle Len					
	ир Сарас			l Del:	av. a	nd L (วร	Def	ermi				Υ				
Lanc Oro	ap Oapao	icy, O	EB		<u> </u>		WE		1			NB				SB	
Adj. flow rate	Э	96	126	74	12	33	336			58		1796	T		95	1527	
Lane group	сар.	223	261	200) 2	93	612	2		168		2290			168	2343	
v/c ratio		0.43	0.48	0.37	7 0.	.80	0.5	5		0.35		0.78		-	0.57	0.65	
Green ratio		0.13	0.13	0.13	3 0.	.17	0.1	7		0.10		0.44		********	0.10	0.44	
Unif. delay o	i1	47.8	48.2	47.4	4 4	7.4	45.	2		50.3		28.6			51.5	26.3	
Delay factor	k	0.11	0.11	0.1	1 0	.34	0.1	5		0.11		0.33			0.16	0.23	
increm. dela	ay d2	1.3	1.4	1.2	1	4.1	1.1	1		1.2		1.9			4.4	0.7	
PF factor		0.897	0.89	7 0.89	7 0.	859	0.8	59		0.926	3	0.473			0.926	0.473	3
Control dela	ıy	44.2	44.6	43.	7 5	4.8	39.	8		47.8		15.4			52.1	13.1	
Lane group	LOS	D	D	D		D	D			D		В			D	В	
Apprch. dela	ау	4	14.3			46	.0				1	6.4				15.4	
Approach L	os		D			E)					В				В	
Intersec. de	lay		21.8					Int	tersect	tion L	.08	3			<u> </u>	С	
TM			_	onuriaht (ര വേവ		e E	11	A 11 70 7 mls	to Dasa		ı					Version 4.1f

				<u></u>	SH	OF	RT R	EPO	R	T							
General Info	rmation						s	ite Inf	or	mati							
Analyst Agency or Co Date Perforn Time Period	ned	U: 09/1	SAI SAI 11/08 NK HOU	JR			A Ju	tersec rea Ty urisdic nalysi	ype ctio	e on			BA. All ot CAF	RCELC her are RLSBA	as		
Volume and	d Timing In	out															
				EB		4		WB			 _		NB			SB	The
			LT	TH	RT	-	LT	TH	╬	RT 0	L	<u>.</u>	TH 3	RT 0	LT 1	TH 3	RT 0
Num. of Lan	es		1	1	1	_	1	2	+	U.	 			U			 '
Lane group			L	T	R	_	L	LTR	4		L.		TR	070	L	TR	1
Volume (vph			37	85	50	+	105	55	+	40 2	55		836 2	276 2	87 2	1253 2	12
% Heavy ve	h		2	2 0.95	2 0.95		<u>2</u> 0.95	2 0.95	+,	<u></u> 0.95	0.9		∠ 0.95	0.95	0.95	0.95	0.95
PHF Actuated (P/	۸۱		0.95 A	0.95 A	0.93 A	+	0.90 A	0.90 A	+	0.95 A	10.3 A		0.90 A	0.90 A	0.90 A	0.90 A	A
Startup lost t			2.0	2.0	2.0	\dagger	2.0	2.0	十		2.	-	2.0	 	2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0		2.0	2.0	十		2.		2.0		2.0	2.0	
Arrival type			5	5	5	丁	5	5	丁		5		5		5	5	
Unit Extensi	on		3.0	3.0	3.0	T	3.0	3.0	Ţ		3.	0	3.0		3.0	3.0	
Ped/Bike/RT	OR Volume		0	0	0	1	0	0		0	0	!	0	0	0	0	0
Lane Width			12.0	12.0	12.0		12.0	12.0			12	.0	12.0		12.0	12.0	
Parking/Grad	de/Parking	Ν	0	Ν		Ν	0		Ν	٨	1	0	N	Ν	0	Ν	
Parking/hr											<u> </u>					<u> </u>	
Bus stops/hr			0	0	0		0	0			()	0	<u> </u>	0	0	
Unit Extensi	on		3.0	3.0	3.0	П	3.0	3.0			3.	0	3.0		3.0	3.0	
Phasing	ÉB Only	WB	Only	()3	Ι	04		E	xcl. L	eft		ru & R		07		08
Timing	.G = 16.0	G=		G =) =			= 12	.0		= 53.0			G =	
•	Y = 4	Y =		Y =		IY	<u> </u>		Υ:	= 5			= 5	Y =	070000000000000000000000000000000000000	Y =	
Duration of A								~ _	1		. 4.5			gth C =	- 120,	U	
Lane Gro	up Capac	ity, C			iay, a	nc			te	rmı	nati	<u>on</u>			T		
			EB		_			VB					NB			SB	
Adj. flow rate	9	39	89	5	3	83	1	28	1		58		1171		92	1332	
Lane group	сар.	223	261	20	0 2	93	6	15	L		168		2271		168	2355	
v/c ratio		0.17	0.34	0.2	6 0	.28	3 0	.21			0.35		0.52		0.55	0.57	
Green ratio		0.13	0.13	0.1	3 0	.17	0	.17			0.10		0.44		0.10	0.44	
Unif. delay o	11	46.1	47.2	46	.7 4	3.0) 4	2.4	T		50.3		24.2		51.4	24.9	
Delay factor	k	0.11	0.11	0.1	1 0	.11	0	.11	T		0.11		0.12		0.15	0.16	
Increm, dela		0.4	0.8	0.	7 (0.5	(0.2	T		1.2		0.2		3.7	0.3	
PF factor					97 0	.85	9 0.	.859	T		0.92	6	0.473		0.926	0.473	3
	Control delay 41.8 43.2 42.6						1 3	6.6	T		47.8		11.7		51.4	12.1	
Lane group		D	D	E	,	D		D	T		D		В		D	В	
Apprch. dela			<i>4</i> 2.7				36.9)				13	3. <i>4</i>			14.6	
	Approach LOS D											ı	В			В	
Intersec. de					lr	nte	rsect	ion L	os)	· · · · · · · · · · · · · · · · · · ·		В				
					C Elasid		II Diale							Version 4			

					SH	ORT R	EPO	RT								
General Info	rmation				***		ite Inf			n						
Analyst Agency or C Date Perforn Time Period	o. ned	U 09/	SAI SAI 11/08 AK HO	UR		Ai Ju	tersec rea Ty urisdic nalysis	pe tion	1			SAI All ot CAF	NTA FI her are RLSBA	eas .		
Volume and	d Timing In	out														
				EB			WB					NB			SB	
			LT	TH	RT	LT_	TH		RT	L		TH	RT	LT o	TH	RT
Num. of Lan	es		0	1	0	1	1		1	1		2	1	2	2	1 -
Lane group		***************************************		LTR		L L	LT		R	L		T	R	<u>L</u>	T 450	R
Volume (vph			20	15	25	456	10		53 2	15 2	<u>} </u>	1088 2	225 2	275 2	1452 2	25 2
% Heavy ve	n		2	2	2 0.95	0.95	2 0.95		95	0.9	5	 0.95	0.95	0.95	0.95	0.95
PHF	'Λ\		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A		95 A	0.9 A	<u>ر</u>	0.95 A	0.95 A	0.95 A	0.90 A	A
Actuated (P/ Startup lost			<u> </u>	2.0		2.0	2.0	Name of the last	2.0	2.0)	2.0	2.0	2.0	2.0	2.0
Ext. eff. gree			 	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Ext. en. gree Arrival type	/ t t			5	_	5	5		5	5		5	5	5	5	5
Unit Extensi	on			3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
	OR Volume		0	0	0	0	0		15	0		0	0	0	0	0
Lane Width	OK VOIGING	-	<u> </u>	12.0		12.0	12.0		2.0	12.	0	12.0	12.0	12.0	12.0	12.0
Parking/Gra	de/Parking		N	0	Ν	N	0	1	Ν	N		0	N	Ν	0	N
Parking/hr																
Bus stops/hi	•			0		0	0		0	0		0	0	0	0	0
Unit Extensi	on			3.0		3.0	3.0	3	3.0	3.	0	3.0	3.0	3.0	3.0	3.0
Phasing	EB Only		Only		03	04			cl. Le			B Only		ru & R		08
Timing	G = 11.0	1	25.0	G =		G =			6.0			= 16.0		= 48.0		
•	Y = 4	Y =		Y =		Y =		<u>Y</u> =	_5		Υ =			= 5	Y =	
	Analysis (hrs			<u> </u>	_							ie Ler	gth C	= 130), ()	
<u>Lane Gro</u>	up Capac	ity, C	Contro	ol De	elay, a		S De	<u>ter</u>	min	atio			—т			
			EB			WB					N	3			SB	
Adj. flow rat	е		63		230	261	672		16		114	5 2.	37	289	1528	26
Lane group	сар.		154		322	360	658		77		137	8 8	42	676	1981	981
v/c ratio		(0.41		0.71	0.73	1.02		0.21		0.83	3 0.	28	0.43	0.77	0.03
Green ratio		(0.08		0.19	0.19	0.44		0.05		0.37	7 0.	56	0.21	0.53	0.65
Unif. delay o	11	1	56.4		49.2	49.3	36.5		59.7		37.	3 14	4.8	44.8	24.2	7.9
Delay factor			0.28	0.29	0,50	7	0.11		0.3	7 0.	11	0.11	0.32	0.11		
increm. dela			7.3	7.1	40.6	一	1.3	T	4.5	0	.2	0.4	1.9	0.0		
PF factor	•		0.938		0.841	0.841	0.479	9	0.968	3 (0.61	0 0.	146	0.825	0.246	0.144
Control dela	ıy		54.7		48.7	48.6	58.1	\exists	59.1	\dashv	27.2	2 2	.4	37.4	7.9	1.2
Lane group			D		D	D	E		Е	7	С		A	D	Α	A
Apprch. dela			4.7	L	<u> </u>	4.1				23	3.4				12.4	•
Approach L		ļ	D	- <u></u>)				В				
Intersec. de					Inters	ecf	ion I						С			
micraco. de	:u y	· · · · · · · · · · · · · · · · · · ·						·								

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					SHC	ORT R									
General Infor	rmation					Si	te Info	rmatio		11 /C** N.11	IAINI	20	/D / N/	·UO	
Analyst Agency or Co Date Performe Time Period	ed	U 09/	ISAI ISAI 111/08 AK HOU	'JR		Ar Ju	tersecti rea Typ irisdictio nalysis	e on		Ali C	SANT othe SARL	"A FI er are SBA	as		
Volume and	Timing In	put											1	~~	
			<u></u>	EB		l	WB	RT	LT	N Ti		RT	$+_{LT}$	SB TH	RT
			LT	TH	RT 0	LT 1	TH 1	1	1	2	}	1	2	2	1
Num. of Lane	:S		0	1		.				1 7		R			R
Lane group			L	LTR	100	L 405	LT	R 182	10	125		750	525	853	30
Volume (vph)			20 2	5 2	20	425 2	20 2	182	2	2	2 4	2	2	2	2
% Heavy veh PHF	I		0.95	0.95		0.95	0.95	0.95	0.98		5 0),95	0.95	0.95	0.95
Actuated (P/A	4)		A	A	A	Α	Α	A	Α	Α		Α	Α	Α	Α
Startup lost tii		****		2.0		2.0	2.0	2.0	2.0			2.0	2.0	2.0	2.0
Ext. eff. greer	n			2.0		2.0	2.0	2.0	2.0			2.0	2.0	2.0 5	2.0
Arrival type				5		5	5	5	5	5		5	4		3.0
Unit Extensio				3.0		3.0	3.0	3.0 0	3.0 0	3.		3.0 0	3.0 0	3.0 0	0
Ped/Bike/RT0	OR Volume)	0	0 12.0	0	0 12.0	0 12.0	12.0	12.0			12.0	12.0	12.0	12.0
Lane Width	la/Darkina		N	0	-	12.0 N	0	12.0 N	12. N	0	<u>`</u> '	N	N N	0	N
Parking/Grad	ie/Parking		1/4	"		7.V	-	7.0	''	Ť	-	14	 '`	Ť	
Parking/hr				0		0	0	0	0	1	,	0	10	0	0
Bus stops/hr Unit Extensio				3.0		3.0	3.0	3.0	3.0			3.0	3.0	3.0	3.0
	EB Only	\A/E	I Only		03	0.0		Excl. Le		SB C	1_		ru & R		08
Phasing	G = 11.0		21.0	 G =		G =		= 6.0		G = 1			= 52.0	<u> </u>	
Time in A	$\frac{O}{Y} = 4$	Υ =		Y =		Υ=		= 5		Y= 5			- 5	Y =	
Duration of A	nalysis (hr	s) = 0	.25]							_eng	h C	= 130	0.0	
Lane Grou	ір Сарас	ity, (Contro	ol De	elay, aı	nd LO	S Dete	<u>ermin</u>	atic	n		<u>.</u>			
			EB			WB				NB				SB	
Adj. flow rate			47		224	244	192	11	1	318	474		553	898	32
Lane group o	ар.		152		271	303	612	77	1	493	842	?	676	2096	1027
v/c ratio			0.31		0.83	0.81	0.31	0.14	10).88	0.56	5	0.82	0.43	0.03
Green ratio			0.08		0.16	0.16	0.41	0.05).40	0.56	₅	0.21	0.56	0.68
Unif. delay d	1	-	55.9		52.7	52.5	26.1	59.5		36.2	18.3	3	49.2	16.5	6.6
Delay factor			0.11		0.36	0.35	0.11	0.11		0.41	0.16	5	0.36	0.11	0.11
	ncrem. delay d2 1.2					14.7	0.3	0.9	T	6.6	0.9		7.8	0.1	0.0
PF factor	-		0.938	<u> </u>	0.872	0.872	0.541	0.96	8 0	556	0.14	16	1.000	0.146	0.318
Control delay	У		53.6		64.6	60.4	14.4	58.5	2	26.7	3.5		57.0	2.5	2.1
Lane group L	LOS		D		E	Ε	В	Ε		С	A		E	Α	Α
Lane group t		 			1				20	0				22.8	
Apprch. dela	У	;	53.6		4	8.5			20.	0		I		ZZ.U	
		<u> </u>	53.6 D		 	8.5 D			20. C					C C	

eneral Information				Site Inform	nation			
	Lucar			Intersection		RSF/E	L CAMINO DEL	NORTE
nalyst gency/Co.	USAI USAI			Jurisdiction		ENCIN		
ate Performed	09/11/0	8		Analysis Year		YEAR	2010 NO PROJE	ECT
nalysis Time Period	AM PE	AK HOUR						
roject ID LA COSTA TOWN	ISQUARE							
ast/West Street: CAM DE	. NORTE			North/South S	reet: RANCH	SANTA FE R	OAD	
olume Adjustment	and Site C	naracteris	tics					
pproach			astbound			Wes	stbound	
ovement	L		T	R	L		Ţ	R 373
olume	10		5	10	120		5	3/3
Thrus Left Lane	50				50			
pproach		No.	orthbound	73	1.	Sou	thbound	R
ovement			T 408	R 85	234		570	5
olume	5		400	60			070	
Thrus Left Lane	5(<u> </u>			50			
	East	oound	Wes	tbound	North	bound	South	bound
	L1	L2	L.1	L2	L1	L2	L1	L2
onfiguration	LTR	<u> </u>	1 1	TR	LT	R	L	TR
HF	0.95		0.95	0.95	0.95	0.95	0.95	0.95
low Rate	25		126	397	434	89	246	605
Heavy Vehicles	1 0		1 0	2	2	2	2	2
o. Lanes	1 ×		_1	2		2		2
eometry Group	4			5		5		5
ouration, T					25			
	<u> </u>	t Morkobo	at	<u> </u>				
Saturation Headway	***************************************	t avotkene		1	T 22	1 00	4.0	0.0
Prop. Left-Turns	0.4		1.0	0.0	0.0	0.0	1.0	<u> </u>
rop. Right-Turns	0.4	<u> </u>	0.0	1.0	0.0	1.0	0.0	0.0
rop. Heavy Vehicle								<u> </u>
ıLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
RT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
lHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	9.12		9.12	9.12	9.12	9.12	9.12	9.12
Departure Headway		Time						
		<u> </u>	3.20	3.20	3.20	3.20	3,20	3,20
nd, initial value	3.20	<u> </u>	0.11	0.35	0.39	0.08	0.22	0.54
(, initial	0.02	 	9.12	9.12	9.12	9.12	9.12	9.12
nd, final value	9.12	-	0.29	0.80	0.94	0.17	0.55	1.26
(, final value	0.06			2.3		2.3		2.3
Vlove-up time, m		:3		<u> </u>	6.8	T	6.8	Ť
Service Time	6.8	1	6.8		0.8		0.0	<u> </u>
Capacity and Level	of Service							
	Eas	tbound	We	stbound	Nor	hbound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Dapacity	275	1	376	495	462	339	445	605
	12.44	†		32.47	55.34	11.24	20.00	156.36
Delay		 	14.54					
LOS	В	<u> </u>	В	D	F	B	С	<u> </u>
Approach: Delay		2.44	2	8.15	4	7.84		6.94
LOS		В		D		E		F
					2.62			

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	A	LL-VVA I	3105 0	ONTROL	MINALION	<u>ی</u>		
eneral Information	1			Site Inform	nation			
\nalyst	USAI			Intersection			CAMINO DEL	NORTE
Agency/Co.	USAI			Jurisdiction		ENCIN	ITAS 2010 NO PROJ	CAT
Date Performed	09/11/08			Analysis Year		IYEAR.	2010 NO PROJ	COI
Analysis Time Period		KHOUR		<u> 1</u>				
roject ID <i>LA COSTA TOM</i>	The second secon							
ast/West Street: CAM DE				North/South St	reet: RANCHO	SANTA FE R	OAD	
/olume Adjustmen	ts and Site Ch							
pproach		, E	astbound			Wes	tbound T	R
Novement	5		<u>T</u> 5	R 5	100		10	144
olume				<u> </u>	50		,,,	1-7-7
6Thrus Left Lane	50		1		1 00		hbound	
pproach		N	orthbound T	R	L	3001	T T	R
/lovement /olume	15		466	135	162		415	10
			700		50			· · · · · · · · · · · · · · · · · · ·
6Thrus Left Lane	50							
	Eastb	ound	Wes	stbound	North	bound	ļ	bound T
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR			TR	LT	R	L	TR
PHF	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Flow Rate	15		105	161	505	142	170	446
% Heavy Vehicles	0	***************************************	0	2	2	2	2	2
lo. Lanes	1	**************************************		2	1	2		2
Seometry Group	41)		5		5		5
Ouration, T					25			***************************************
Saturation Headwa	v Adiustment	Morksho	of					
		VVOIRSIIC	1.0	0.0	0.0	0.0	1.0	0.0
Prop. Left-Turns	0.3						0.0	0.0
[⊃] rop. Right-Turns	0.3		0.0	0.9	0.0	1.0	 0.0	J 0.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.04		8.04	8.04	8,04	8.04	8.04	8.04
Departure Headwa		Time						
	3.20	1	3.20	3.20	3.20	3.20	3.20	3.20
hd, initial value	0.01		0.09	0.14	0.45	0.13	0.15	0.40
x, initial hd, final value	8.04		8.04	8.04	8.04	8.04	8.04	8.04
	0.03		0.23	0.31	0.91	0.23	0.33	0.80
x, final value		<u> </u>		2.3		2.3		2.3
Move-up time, m	2.	<u>, </u>	5.7	<u> </u>	5.7	<u> </u>	5.7	<u> </u>
Service Time	5.7		<u> 3./</u>		1 0.7	<u> </u>	0.7	
Capacity and Leve		-					7	
	East	bound	W∈	stbound	Nort	hbound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	265		355	411	554	392	420	553
	11.02		13.21	12.69	43.93	10.13	13.06	30.00
Delay								
LOS	В	<u> </u>	В	В	E	B	B	<u>D</u>
Approach: Delay	1	1.02		2.89	36	5.51	25	5.33
LOS		В		В		E		D
Intersection Delay				2	7.73			
					D		· · · · · · · · · · · · · · · · · · ·	***************************************

HCS2000TM

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hort Repor	t														Page	1 of 1
					SH	ORT F	REPO	RT								
General Info	ormation					[Site Inf	orm	atio	1						
Analyst Agency or C Date Perforn	0. ned	US, US, 09/11	41			V	ntersed Area Ty	ре		EL		All oth	RD. er are	as	<i>∋A</i>	
Time Period		AM P					Jurisdic Analysi		ar	YE	AR	CARI 2010 :			T	
Volume and	d Timing Inp	ut								***************************************						
VOIGINO GIA				EB			WE					NB			SB	·
			LT	TH	RT	LT	TH		₹T	LT		TH	RT	LT	TH	RT
Num. of Lan	es		2	2	1	2	2	<u> </u>)	2	4	3	0	2	3	0
ane group			L	Τ	R	L	TR			L	_	T		<u> </u>	TR	
/olume (vph	····		85	178	254		249		30	285		1763		80	959	65
% Heavy ve	eh		2	2	2	2	2		95	2 0.95	┽	2 0.95		2 0.95	2 0.95	2 0.95
PHF	/A\	(0.95 A	0.95 ^	0.95 A	0.95 A	0.95 A	10.		0.9t	'	0.95 A		0.95 A	0.90 A	A
Actuated (P/ Startup lost			<u>A</u> 2.0	А 2.0	2.0	2.0	2.0	+		2.0	+	2.0		2.0	2.0	 ``
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0	\top		2.0		2.0		2.0	2.0	
Arrival type			5	5	5	5	5			5		5		5	5	
Jnit Extensi	on		3.0	3.0	3.0	3.0	3.0			3.0)	3.0		3.0	3.0	
Ped/Bike/R1	OR Volume		10	0	100	10	0	1.	3 <i>0</i>	10				10	0	60
ane Width			12.0	12.0	12.0	12.0	12.0			12.0	2	12.0		12.0	12.0	<u> </u>
Parking/Gra	de/Parking		N	0	Ν	Ν	0		N	N		0	Ν	N	0	N
Parking/hr										<u> </u>				<u></u>		
3us stops/h	r		0	0	0	0	0			0		0		0	0	
Unit Extensi			3.0	3.0	3.0	3.0	3.0			3.0)	3.0		3.0	3.0	<u> </u>
Phasing	Excl. Left	Thru 8	3 RT	03		0	4	Exc	l. Le			u & RT		07	8	08
	· I	G = 2		G =		G =		G =			_	56.0	G =		G=	
Timing	Y = 5	Y = 5		Υ=]Y =		Y =	5		Y =		Y =		<u> </u>	
	Analysis (hrs											le Leng	in C -	- 140.	U	
<u>Lane Gro</u>	up Capac	ity, Co			ıy, a	and LC		terr	nın	atio	<u>n</u>	1 1 m	-	T		
			EB		_		WB	7	+			NB	I		SB	
Adj. flow rat	е	89	187	162		111	420	╄		100		856	<u> </u>	84	1014	
Lane group	сар.	512	640	495		512	600	ـــ		19	-∤-	2136		419	2135	
v/c ratio		0.17	0.29	0.33			0.70	ऻ—		.72		0.87	<u></u>	0.20	0.47	
Green ratio		0.16	0.17	0.34			0.17	<u> </u>		.13	- -	0.40	ļ	0.13	0.40	
Unif. delay	d1	51.1	50.6	34.7		6.9	54.6	<u> </u>	5	8.5	_[3	38.6		54.6	31.1	
Delay facto	rk	0.11	0.11	0.11),35	0.27	<u> </u>	0	.28		0.40		0.11	0.11	
Increm. del	ay d2	0.2	0.3	0.4		9.0	3.6			5.8		4.2		0.2	0.2	
PF factor		0.876	0.862	0.66	3 0	.876	0.862		0.	.902	C).556		0.902	0.55	5
Control dela	ay	44.9	43.9	23.4	1	58.8	50.7		5	8.6	2	25.6		49.4	17.5	
Lane group	LOS	D	D	С		E	D			E		С		D	В	
Apprch. del	ау	3(6,5			54	.7		T		30.	.2			19.9	
Approach L		ı	D		1	E)				С				В	
					-+						os		****	T	С	

Short Repor	t														Page	: 1 of 1 \%			
					SH	ORT	RE	PO	RT							\? 			
General Info	ormation						Sit	e Info	ormat	***************************************									
Analyst		US	SAI				Inte	ersec	tion		EL C	AMINO	REAL RD.	L@ ALC	€A				
Agency or Co		US	SAI				Are	еа Ту	pe			All oth		as					
Date Perforn Time Period	ned	09/1 PM F					Jui	risdic	tion			CARI	SBA	D					
ilime Pellod		FIVIF	LAN				An	alysis	s Year	······	YEA.	R 2010 .	NO P	ROJEC	<u> </u>				
Volume and	d Timing In	out		pro-				1000				NID		l	CD				
			LT	EB TH	RT	+-	т Т	WB TH	RT	_	LT	NB TH	RT	LT		RT			
Num. of Lan	AC		2	2	1	$\frac{1}{2}$		2	0	+	2	3	0	2		0			
	UG		L	T	R		\dashv	TR	۱Ť		 L	T		L					
Lane group Volume (vph	.)		125	448	659	46	1	240	65	+	381	737				130			
volume (vpn % Heavy ve			2	2	2	2		2	2	Ť	2	2		2	2	2			
PHF			0.95	0.95	0.95			0.95	0.95	5 (0.95	0.95		0.95	0.95	0.95			
Actuated (P/	'A)		Α	Α	Α	Α		Α	Α		Α	Α		A	A	Α			
Startup lost f			2.0	2.0	2.0	2.0		2.0	_		2.0	2.0		2.0					
Ext. eff. gree	en		2.0 5	2.0 5	2.0 5	2.0 5		2.0 5	╂		2.0 5	2.0 5		2.0 5					
Arrival type Unit Extensi	^n		3.0	3.0	3.0	3.0		3.0	_		3.0	3.0		3.0		<u> </u>			
	OR Volume	***************************************	10	0	250	10		0	10		10	1 0.0	×	10	0.0	70			
Lane Width	OK Volumo		12.0	12.0	12.0			12.0		7	12.0	12.0		12.0	12.0				
Parking/Gra	de/Parking		N	0	N	$\overline{}$		0	N		Ν	0	N	Ν	0	N			
Parking/hr	3				1														
Bus stops/hi	r		0	Ö	0	0		0			0	0		0	0	-			
Unit Extensi			3.0	3.0	3.0	3.	0	3.0		\neg	3.0	3.0		3.0	3.0				
Phasing	Excl. Left	Thru	& RT	03	3	T	04	T	Excl.	Left	Th	ru & RT		07		08			
Timina	G = 22.4	G =		G=		G =			G = 2			= 59.6	G=		G =				
	Y = 5	Υ = .		Υ=		<u> </u>			Y = 5			= 5	Y =						
	Analysis (hrs					* * *			· · · · · · · · ·	· · · · · ·		de Leng	tn C :	= 140.	U				
Lane Gro	ир Сарас	ity, C		Dela	<u>ау, а</u>	<u>na L</u>			term	ına	uon	A 1 PM							
			EB				W		1	<u> </u>	1	NB				 			
Adj. flow rat	е	132	472	431	4	85	31	11	ļ	40		776		218					
Lane group	сар.	521	480	450) 5	21	46	35		46	5	2274		465	2264				
v/c ratio		0.25	0.98	0.96	3 0.	.93	0.6	67		0.8	6	0.34		0.47	1.02				
Green ratio		0.16	0.13	0.31	0.	.16	0.1	13		0.1	4	0.43		0.14	0.43				
Unif. delay o	d1	51.5	60.9	47.6	5 5	8.0	58	3.2		58.	7	27.0		55.1	40.2				
Delay factor		0.11	0.49	0.47		.45	0.2	24		0.3	9	0.11		0.11	0.50				
Increm. dela		0.3	36.6	31.7		3.6	3.	.7		15.	.3	0.1		0.7	24.3				
PF factor		0.873	0.902			873	0.9	902		0.8	89	0.506		0.889	0.500	ĵ			
Control dela	ay	45.2	91.5	65.	3 7	4.3	56	5.1		67.	4	13.8		49.7	44.7				
Lane group		D	F	E	1	E	E			E		В		D	D				
Apprch. del		7	4.7	<u> </u>		6	7.2				32	2.0			45.1				
Approach L			E				E				(2			SB TH RT 3 0 TR 130 2 2 0.95 0.95 A A 2.0 2 0.95 0.95 3.0 70 12.0 70 1				
Intersec. de		5	1.0					ln	tersec	tion	LOS				D				
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					SHC	ORT R	EPO	RT							***************************************
General Info	ormation							ormat	on					***	
Analyst Agency or C Date Perforr Time Period	co. med	US US 09/1 AM P	AI 1/08			In Ai	tersed rea Ty urisdic	ction pe tion		(COSTA All ot CAF	IINO R A DEL her are RLSBA D NO P	MAR eas	OT.	
Volume an	d Timing Inp	ut													
				ΕB			WB				NB			SB	
			LT	TH	RT	LT	TH	RT	L	T	TH	RT	LT_	TH	RT
Num. of Lan	ies		0	0	0	2	0	1	0		3	0	1	3	0
Lane group						L		R			TR		L	T	
Volume (vpł	ח)					133		112			2481	218	57	1602	
% Heavy ve	∍h					2	<u> </u>	2	<u> </u>		2	2	2	2	ļ
PHF						0.95	ļ	0.95			0.95	0.95	0.95	0.95	<u> </u>
Actuated (P				ļ		A	 	A 2.0	<u>.</u>		<u>A</u>	A	A 20	A 2.0	
Startup lost			<u> </u>			2.0	 	2.0	╂—		2.0 2.0	 	2.0 2.0	2.0	
Ext. eff. gree	en					5	 	5	+		5 5		5	5	
Arrival type Unit Extensi	ion				·····	3.0	<u> </u>	3.0	╅		3.0	<u> </u>	3.0	3.0	
	TOR Volume		10			10	╂	60	10)	0	0	1		
Lane Width	ION Volume		10			12.0	 	12.0	†		12.0	۱Ť	12.0	12.0	†
Parking/Gra	de/Parking		N		N	N	0	N	1	·	0	N	N	0	N
Parking/hr									┪						
Bus stops/h	r					0	1	0	1		0		0	0	1
Unit Extensi						3.0	<u> </u>	3.0	1		3.0		3.0	3.0	
Phasing	WB Only	02	2	03		04	<u> </u>	SB O	nlv	Th	ru & R	† T	07	1	8(
	G = 15.0	G =		G =		G =		G = 20			= 70.0			G =	
Timing	Y = 5	Y =		Υ=		Υ=		Y = 5		Υ:	= 5	Υ =	-	Υ=	
Duration of	Analysis (hrs) = 0.2	5							Су	de Ler	igth C	= 120.	.0	
Lane Gro	up Capaci	ty, Co	ontro	l Dela	y, ar	nd LO	S De	termi	nati	on			·		
			EB			W	B				NB			SB	
Adj. flow rat	te				140)	5	55		28	341		60	1686	
Lane group				<u> </u>	407	,	1.	88		30	76		279	4228	T
v/c ratio			1		0.34	1	0.	29		0.	92		0.22	0.40	
Green ratio			1		0.13	3	0.	13		0.	58		0.17	0.79	
Unif. delay	d1				48.0)	47	7,7		2	2.6		43.2	3.8	
Delay facto		<u> </u>	1	<u> </u>	0.1	1	0.	11		0.	44		0.11	0.11	
Increm. del		1	1		0.5		10	.9		5	5.4		0.4	0.1	1
PF factor	·,,-	1	1	1	0.90)5	0.	905		0.	120		0.867	0.240	1
Control dela	ay	1			43.9	9	4.	4.0		8	3.1		37.8	1.0	T
Lane group		1	1		D			D		T	A		D	A	
Apprch. del						44.0				8.	1			2.2	
Approach L	.os					D				1	\			Α	
Intersec. de			7.4				Int	ersecti	on LO	os				Α	
uccaogaTM				onuriabt C	2000 1	Iniversity o	f Elorida	All Rigi	ate Dece	rved					/ersion 4

Short Repoi	rt												Page	1 of 1
					SHO	ORT R	EPO	RT			·	······	·····	
General Info	ormation					s	te Inf	ormatio	on					
Analyst Agency or C Date Perforr Time Period	ned	USA USA 09/11 PM PE	41 /08			Ai Ju	tersed rea Ty urisdic nalysi	/ре	YE		A DEL I ther are RLSBA	MAR [¯] eas D	o T	
Volume an	d Timing Inp	ut			-			***************************************						
***************************************	· · · · · · · · · · · · · · · · · · ·			EB			WB	.,		NB	1		SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lan	es		0	0	0	2	0	1	0	3	0	1	3	0
_ane group						L.		R		TR		<u> </u>	T	
Volume (vpt						195	ļ	130	 	1446	50	179	3105	
% Heavy ve	<u>h</u>			_		2	<u> </u>	0.05	 	2 0.95	2 0.95	2 0.95	2 0.95	
PHF Actuated (P/	/Δ\			 		0.95 A	1	0.95 A	+-	0.95 A	0.95 A	0.95 A	0.90 A	
Actuated (P/ Startup lost				 		2.0	 	2.0	f	2.0	 '`	2.0	2.0	
Ext. eff. gree				1		2.0	<u> </u>	2.0		2.0		2.0	2.0	
Arrival type		Ì				5		5		5		5	5	
Unit Extensi	on					3.0		3.0	<u> </u>	3.0		3.0	3.0	
Ped/Bike/R1	OR Volume		10			10	<u> </u>	60	10	0	0	 	↓	<u> </u>
Lane Width						12.0		12.0	<u> </u>	12.0		12.0	12.0	<u> </u>
Parking/Gra	de/Parking		Ν		N	N	0	N	N	0	N	N	0	N
Parking/hr				<u> </u>			<u> </u>		<u> </u>			<u> </u>		
Bus stops/h	r					0	<u> </u>	. 0		0		0	0	ļ
Unit Extensi	on					3.0		3.0		3.0		3.0	3.0	
Phasing	WB Only	02		03		04		SB Or		Thru & R		07		8
Timing	G = 15.0	G=		G =		G=		G = 20		G = 70.0			G =	
-	Y = 5			Y =		Υ =		Y = 5		Y = 5	Y ==		Y =	
Duration of	Analysis (hrs)	0.25)	<u> </u>					*****	Cycle Ler	igin C :	= 120.	U	
Lane Gro	up Capaci	ty, Co			ıy, aı			termir	natio					
			EB		<u> </u>	W	·			NB			SB	<u> </u>
Adj. flow rat	е				205		7	' 4	*****	1575		188	3268	
Lane group	сар.				407			88		3099		279	4228	
v/c ratio					0.50	2	0.	39		0.51		0.67	0.77	
Green ratio			1		0.13	3	0.	13		0.58		0.17	0.79	
Unif. delay	d1		T		49.0	2	48	3.3		14.8		46.9	6.7	
Delay factor	······································				0.1			11	······································	0.12		0.25	0.32	
Increm. dela	······		<u> </u>		1.0	,	1	.4		0.1		6.3	0.9	
PF factor	-				0.90			905		0.120		0.867	0.240	
Control dela	ay		†		45.		4	5.1		1.9		47.0	2.5	
Lane group			 		D			D		Α		D	Α	
Apprch. del					1	45.3				1.9	<u> </u>		5.0	
Approach L						D				Α			A	
Intersec. de			6.2		1		Inte	ersectio	n LO	S		<u> </u>	А	
	,,u,		V.2									<u> </u>		

Short Repo	rt													Page	2 1 of 1								
					SHO	RTR																	
General Info	ormation					Si	te Info	rmati	on														
Analyst Agency or C Date Perforr Time Period	ned	US, US, 09/11 M PEAR	AI 1/08	IR		Ar Ju	ersecti ea Typ risdicti nalysis	e on			COS All oti CAF	TA AN her an RLSBA	eas		11								
Volume an	d Timing Inp	out																					
				EB		<u> </u>	WB	T	_		NB	Г Б. -		SB	T 53-								
			LT	TH	RT	LT	TH	R1	- -	LT	TH	RT	LT	TH	RT								
Num. of Lan	es		0	2	0	2	2	0	_	0	0	0	1	1	1								
_ane group				TR		L	T	-					L	LT	R								
Volume (vph				470	85	494	340	 	-			<u> </u>	561 2	10	392 2								
<u>% Heavy ve</u> PHF	en			2 0.95	2 0.95	2 0.95	0.95	-	+			 	0.95	0.95	0.95								
PriF Actuated (P	/Δ)			0.95 A	0.95 A	0.90 A	10.93 A	+	\dashv			 	A	A	A								
Startup lost				2.0	-^-	2.0	2.0	1	十				2.0	2.0	2.0								
Ext. eff. gree				2.0		2.0	2.0		丁				2.0	2.0	2.0								
Arrival type				5		5	5						5	5	5								
Unit Extensi	on			3.0		3.0	3.0						3.0	3.0	3.0								
Ped/Bike/R1	FOR Volume		0		0					0			0	<u> </u>	0								
_ane Width				12.0		12.0	12.0					<u> </u>	12.0	12.0	12.0								
Parking/Gra	de/Parking		Ν	0	N	Ν	0	N		Ν		N	Ν	0	N								
Parking/hr						<u> </u>	<u> </u>																
3us stops/h	r			0		0	0					<u> </u>	0	0	. 0								
Jnit Extensi	ion			3.0		3.0	3.0				<u> </u>	<u></u>	3.0	3.0	3.0								
Phasing	Thru & RT	WBC	Only	03		04	,	SB O	٦ İ y		06		07		08								
Timing	G = 30.0	G = 4		G =		G =		= 3	5.0	G =		G:		G =									
_	Y = 5	Y = 5		Y =	l`	Y =	<u> Y</u>	= 5		Y =		Y:		Y =									
Duration of	Analysis (hrs) = 0.23)								ie Len	gin C	= 120	.0									
Lane Gro	ир Сарас	ity, Co	ontro	l Dela	y, an			<u>∍rmı</u>	nat			Т											
			EE			W					VB		T	SB	š								
Adj. flow rat	е		584		520	35	8						449	153	413								
Lane group	сар.		912		1085	5 233	33						489	492	437								
v/c ratio			0.64		0.48	0.1	5	·					0.92	0.31	0.95								
Green ratio		1	0.25		0.33							<u> </u>	0.29	0.29	0.29								
Unif. delay		<u> </u>	40.2	_	31.7	9,	3						41.1	33.1	41.6								
Delay factor			0.22		0.11	0.1	1						0.44	0.11	0.46								
Increm. dela			1.5		0.3	0.	0						22.4	0.4	29.5								
PF factor			0.77	3	0.66	7 0.1	33					(0.725	0.725	0.725								
Control dela	зy		32.8		21,5	1.	3						52.2	24.4	59.7								
Lane group	LOS		С		С	Α							D	С	E								
Apprch. del	ay		32.8			13.2								51.1									
Approach L	os		С			В								51.1 D									
Intersec. de	elay		33.4				Inter	sectio	n L	os				С									
	··········					ivercity of									Version 4.1								

SHORT REPORT Site Information General Information I-5 SB OFF RAMP/LA Intersection USAI Analyst COSTA AVE. USAI Agency or Co. Area Type All other areas 09/11/08 Date Performed Jurisdiction CARLSBAD Time Period PM PEAK HOUR YEAR 2010 NO PROJECT Analysis Year **Volume and Timing Input** WB NB SB EB RT RT TH TH LT LT TH RT LT TH RT LT 0 0 1 1 1 2 2 0 0 0 2 0 Num. of Lanes L R 1 Т LTTR Lane group 630 70 440 651 324 15 228 Volume (vph) 2 2 2 2 2 2 2 % Heavy veh PHF 0.95 0.95 0.95 0.95 0.950.95 0.95 Α A Α A Α Actuated (P/A) Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 5 Arrival type 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 0 0 0 0 0 Ped/Bike/RTOR Volume 12.0 12.0 12.0 12.0 12.0 12.0 ane Width Ν Ν 0 Ν Ν Ν 0 Ν Ν 0 Ν Parking/Grade/Parking Parking/hr 0 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension SB Only 06 07 80 03 04 Thru & RT WB Only Phasing G = G = 40.0G = G = 35.0G = G = G = G = 30.0Timing Y = Y = 5Y = 5Y = Υ = Y = 5Y = Y = Cycle Length C = 120.0 Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination SB WB NB EB 240 737 463 685 259 98 Adi. flow rate 489 494 437 2333 919 1085 Lane group cap. 0.53 0.20 0.55 0.29 0.80 0.43 v/c ratio 0.29 0.29 0.290.33 0.630.25Green ratio 32.0 35.8 35.6 42.2 31.1 10.3 Unif. delay d1 0.11 0.13 0.11 0.15 0.35 0.11 Delay factor k 0.2 1.5 0.1 1.1 5.2 0.3 Increm, delay d2 0.725 0.725 0.725 0.133 0.778 0.667 PF factor 26.9 23.4 27.5 38.0 21.0 1.4 Control delay CC \mathbf{C} D C Α Lane group LOS 26.6 9.3 38.0 Apprch, delay D Α CApproach LOS

Intersec, delay

22.0

Intersection LOS

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					SH	ORT												
General Info	ormation						Sit	te In	for	matio	1							
Analyst Agency or C Date Perforr Time Period	ned	US US 09/1 I PEAF	AI 1/08	IR			Are Ju	erse ea T risdic alys	ype ctio	9	Y		NB OI COS All oth CAR R 2010	TA A ier ai LSB	VE. reas AD	3	Τ	
Volume an	d Timing Inp	ut																
				EB				W	_				NB				SB	
			LT	TH	R		<u>.T</u>	TH	닠	RT	ļ	<u>.T</u>	TH	R'	T	<u>LT</u>	TH -	RT
Num. of Lan	es		1	2	0)	3		1	_ (0	1	2		0	0	0
Lane group			L	T				T		R	<u> </u>		LT	R				
Volume (vph			185	846	<u> </u>			774	1	516		0	7	47	7			
% Heavy ve	eh		0	2				2		2		2 95	2 0.95	2 0.9				ļ
PHF	/A \		0.95 A	0.95 A	 			0.98 A	2	0.95 A		90 4	0.95 A	0.9 A	ا ا		<u> </u>	<u> </u>
Actuated (P/ Startup lost			2.0	2.0	<u> </u>			2.0	, 	2.0	H	7	2.0	2.0	5	····		
Ext. eff. gree			2.0	2.0	T	_		2.0		2.0	一		2.0	2.0		****		
Arrival type			5	5				5		5			5	5				
Unit Extensi	on		3.0	3.0				3.0	5	3.0			3.0	3.6	0			
Ped/Bike/RT	OR Volume	<u></u>				(Ó	0	Outrement)	100		0		0	Ĵ	0		
Lane Width			12.0	12.0	Ī		•	12.0	0	12.0	Γ		12.0	12.	0			
Parking/Gra	de/Parking		N	0	N	1	V	0)	Ν	1	٧	0	Ν		N		Ν
Parking/hr																	<u> </u>	
Bus stops/h	r		0	0				0		0			0	0				
Unit Extensi	on		3.0	3.0				3.0)	3.0			3.0	3.	0		<u> </u>	<u> </u>
Phasing	EB Only	Thru	& RT	03			04			B Only			06		0	7)8
Timing	G = 25.0	G = 4		G=		G =				= 40.0)	G =			=		G =	
	Y = 5	Y = 5		Υ=		Y =	-		Υ:	= 5		Y =	le Leng	***********************	=	120.0	Y =	
	Analysis (hrs			I Dolo		54 I	\sim	<u> </u>	· 4~	rmin:	- -		ie reik	J (1) C		12.0.0	,	
Lane Gro	up Capaci	ity, Co			<u>у, а</u> Т	iiu L		NB	-10	1111111	2 LI	OH	NB			T	SB	··········
		105	El		_	T			T 47				70	502	···········	ļ	T	T
Adj. flow rat		195	89				815		43							ļ	 	
Lane group	cap.	356	217		_		178		10				563	888		ļ		
v/c ratio		0.55	0.4	1			0.4	6	0.4	41).12	0.5	7			
Green ratio		0.21	0.5	8			0.3	3	0.7	71			0.33	0.3	3			
Unif. delay	11 1tc	42.4	13.	7			31.	5	7.	2		2	27.8	32.9	9			
Delay factor	· k	0.15	0.1	1			0.1	1	0.	11		(0.11	0.1	6			
increm. dela	av d2	1.8	0.	1	T		0.2	2	0.	.3		1	0.1	0.9)			
PF factor		0.825	5 0.1	20	\top		0.66	5 7	0.1	171			.667	0.66	57			
Control dela	яy	36.8	1.8	3	十		21	2	1.	.5		1	18.6	22.	8			
Lane group		D	Α				С		7	4			В	С				
Apprch. del	ау		8.1			7	14.3					2	2.3					
Approach L	os		Α				В						С					
Intersec. de	lay		13.5						Int	ersecti	on	LOS	3				В	
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SHORT REPORT Site Information General Information I-5 NB OFF RAMP/LA ntersection USAI Analyst COSTA AVE. USAI Agency or Co. All other areas Area Type 09/11/08 Date Performed Jurisdiction CARLSBAD PM PEAK HOUR Time Period YEAR 2010 NO PROJECT Analysis Year Volume and Timing Input SB NB WB EB RT LT TH RT LT TH RT LT TH RT LT TH 0 2 0 0 3 1 0 1 0 1 2 0 Num. of Lanes LT R T L T R ane group 205 5 663 886 257 834 Volume (vph) 120 2 2 2 2 2 0 2 % Heavy veh 0.95 0.95 0.95 0.95 0.95 0.95 0.95 PHF A A Α Α Actuated (P/A) A A Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 Arrival type 5 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension ō 0 100 0 Ö 0 Ped/Bike/RTOR Volume 12.0 12.0 12.0 12.0 12.0 12.0 _ane Width Ν Ν Ν Ν Ν 0 Ν Ν 0 Ν 0 Parking/Grade/Parking Parking/hr 0 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 80 07 Thru & RT 03 04 **NB Only** 06 **EB** Only Phasing G = G≖ G = G = 40.0G = 35.0G = G = G = 30.0Timing Y = Y == Y = Y = Y = 5Y = 5Υ == Y = 5Cycle Length C = 120.0 Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination SB NB WB EB 698 221 878 933 165 126 Adj. flow rate 561 885 1000 1558 428 2178 Lane group cap. 0.79 0.60 0.17 0.390.290.40 v/c ratio 0.33 0.33 0.67 0.25 0.58 0.29 Green ratio 36.2 36.5 7.5 30.7 13.6 36.4 Unif. delay d1 0.34 0.11 0.11 0.11 0.19 0.11 Delay factor k 0.1 0.5 4.8 0.6 Increm. delay d2 0.4 0.1 0.150 0.667 0.667 0.120 0.725 0.778 PF factor 29.0 20.9 1.2 1.8 27.1 Control delay 28.7 C C C Α C Α Lane group LOS 27.0 23.2 5.1 Apprch. delay С C A Approach LOS В 18.4 Intersection LOS intersec. delay

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Short Repor	rt													Page	1 of 1
		<u></u>			SHO	RTI	REF	PORT	_						2
General Info	ormation						Site	Infor	natio	n					
Analyst		USA	4/			l	nter	sectio	n	LA CC		AVE./PI	RAEU	S	
Agency or C		USA	41				Area	Туре				ST. er area:	S		
Date Perforn		09/11 И РЕАК		ID		Į,	Juris	diction	า		CAR	LSBAD			
Fime Period	Al	VI PEAN	HUC	//\ 		/	Anal	ysis Y	ear	YEAR	2010	NO PR	OJEC.	T	
Volume and	d Timing Inp	out									4.175		1		
				EB T TU	RT		- T	WB TH	RT	$+_{\rm LT}$	NB TH	RT	LT	SB TH	RT
			LT O	TH 2	0	1	╌┼	4	0	1	0	1	0	0	0
lum. of Lan	es		U	ļ	0				<u> </u>		<u> </u>	R		 	
ane group				TR	1000	L	-	T		L 110	<u> </u>	65			
/olume (vph				1123 2	200 0	75 0	<u> </u>	1180 2	-	110 2		2	 	 	<u> </u>
% Heavy ve PHF	711			0.95	0.95	0.9	5 †	0.95		0.95		0.95			
\ctuated (P/	(A)	//		A	A	A		Α		Α	Α	Α			
Startup lost				2.0		2.0		2.0		2.0		2.0			
Ext. eff. gree	n			2.0	<u> </u>	2.0	<u> </u>	2.0	<u> </u>	2.0		2.0	ļ	<u> </u>	
\rrival type		·		5	 	5	-	5	ļ	5		5		 	
Jnit Extensi				3.0	0	3.0	' 	3.0	 	3.0	-	3.0 0	0		ļ
<u>'ed/Blke/R∃</u> .ane Width	OR Volume		0	12.0	0	12.	$\frac{1}{2}$	12.0	╂──	12.0		12.0	├		·
	do/Dorking		N	0	N	12. N		0	N	N N	0	N	N	 	N
Parking/Gra Parking/hr	uerraiking		7.0	Ť	'\ <u> </u>	+	\dashv		 ~	- '`	l 	1		<u> </u>	'
	<u>, </u>			0	<u> </u>	0	}	0	 	10	-	0	 	-	
Bus stops/hi Jnit Extensi				3.0	 	3.0	<u>}</u> -	3.0	1	3.0	-	3.0	<u> </u>	 	
	WB Only	Thru 8	DT	03	<u> </u>	0.0			B On		06		<u>. </u>	1 ()8
Phasing	G = 10.0	G = 5		G =		G =			= 10.			G =		G =	- 4.
iming	Y = 5	Y = 5		Y =		Y =			= 5	Υ=	······································	Υ =		Y =	
oration of	Analysis (hrs) = 0.25	5								e Leng	gth C =	90.0		
ane Gro	up Capac	ity, Co	ntro	l Dela	y, an	d LC)S	Dete	rmin	ation		·····			
			E	3			WE	3			NB		<u></u>	SB	
\dj. flow rat	е		1393	3	79		1242	2		116		68			
ane group	cap.		2236	3	190) :	5539	9		186		167			
//c ratio			0.62		0.4	2	0.22	2	1	0.62		0.41			
Green ratio		_	0.61		0.1	1	0.78	;		0.11		0.11			
Unif. delay	<u></u>		11.0		37.	3	2.7			38.2		37.2			
Delay factor		·	0.1		0.11			0.21		0.11					
ncrem. dela			1.5		0.0			6.4		1.6					
PF factor		9	0.9	17	0.22	5		0.917		0.917					
Control dela	зy		2.0		35.	6	0.6		<u> </u>	41.4		35.8			
ane group			A		D		Α			D		D			
Apprch. del			2.	7			39	.3							
Approach L	os		Α			Α				Ĺ)				
Intersec. de		-				Inte	rsect	ion LOS				Α			
			4.7												

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					SH	OF	RT RE	PO	RT						,,,,,			
General Info	ormation						Site	e Inf	orn	natio	on							
Analyst Agency or C Date Perforn Time Period	ned	US US 09/1 I PEAF	AI 1/08	IR			Are	ersec a Ty isdic alysi	ype ction	ı		LA CC , YEAR	All oth CAR	ST. er are LSBA	as D	3		
Volume and	d Timing Inp	out			· · · · · ·													
				EB				W					NB				SB	
			LT	TH	RI		LT	TI		RT	4	LT	TH	RT	4	LT	TH	RT
Num. of Lan	es		0	2	0		1	4		0	_	1	0	1	_	0	0	0
Lane group				TR			L	T				L	<u> </u>	R				<u></u>
Volume (vph	1)			1442	55		80	103			_	105		36				<u> </u>
% Heavy ve	h			2	0		0	2			_	2	<u></u>	2	_		<u> </u>	
PHF	(A.)			0.95	0.9	5	0.95	0.9			-	0.95		0.95			 	
Actuated (P/		······································		A 2.0	A		A 2.0	2.0			┽	<u>A</u> 2.0	A	2.0			 	+
Startup lost Ext. eff. gree				2.0	I	_	2.0	2.0			ᅥ	2.0		2.0	-		<u> </u>	1
Arrival type	√13			5	T^{-}		5	5			1	5		5				
Unit Extensi	on			3.0			3.0	3.	0		٦	3.0	Ì	3.0				
	OR Volume		0		0		,					0		0		0		
Lane Width				12.0			12.0	12.	0			12.0		12.0)			
Parking/Gra	de/Parking		Ν	0	N		Ν	()	Ν		Ν	0	N		N		Ν
Parking/hr					1													
Bus stops/hi	Ť			0			0	0)			0		0				
Unit Extensi				3.0	T		3.0	3.	0			3.0		3.0	1			
Phasing	WB Only	Thru	& RT	03		T	04		NE	3 Or	ıly		06		C)7		08
Timing	G = 10.0	G = 5		G≔			=			10	.0	G =		G:			G =	
	Y = 5	Y = 5		Y =		Y	=	l	Y =	5		Y =		Υ:		~~~	Υ=	************
	Analysis (hrs												e Lenç	gtn C	=	90.0		
Lane Gro	up Capac	ity, Co			у, а	ınd			ter	mir	าลเ	tion						
			E	3	_		W						NB			 	SB	
Adj. flow rat	е		1576	3	{-	34	109	93			11	11		38				
Lane group	сар.		2270)	1	90	553	39			18	36		167				
v/c ratio			0.69		0.	44	0.2	20	Τ		0.6	60		0.23				
Green ratio			0.61		0.	.11	0.7	78	1		0.1	11		0.11				
Unif. delay			11.8		3	7.4	2.	6	1		38	3, 1		36.5				
Delay factor		_	0.26	;	0	.11	0.1	11	╅		0,	19		0.11				
Increm. dela			0.9			1.6	0.	0			5.	.2		0.7				
PF factor		1	0.12			917			T		 	917		0.917	7	ĺ	1	
Control dela	ay		2.5			5.9			†		40).1		34.1				
Lane group			A		1	D	A	1	1		L	>		С				
Apprch, del		1	2.5		1		3.1					38	.6					
Approach L		_	Α		十		Α	•			T	D)					
Intersec. de			4.6		1				Inter	sec	tior	LOS					Α	
I				····														

Short Repor	rt														Page	1 of 1
					SHO	ORT										
General Info	ormation						Site	e Info	orm	atior						
Analyst		US	:AI				inte	rsec	tion		LA CC		AVE./S.	AXON	Y	
Agency or C	o.	US	Al				i i	а Ту					RD. er area	S		
Date Perforn	ned	09/1						sdict					LSBAD	w		
Time Period	AN	A PEAI	KHOU	JR			Ana	alysis	Ye	ar	YEAR	2010	NO PR	OJEC.	T	
Volume an	d Timing Inp	ut			11111											
				EB				WE				NB	T ==		SB	T 5.7
			LT	TH	RT	_	_T	TH	╙	RT	LT	TH	RT	LT	TH	RT
Num. of Lan	es		0	2	0		1	2	_	0	1	0	1	0	0	0
_ane group				TR				T			<u></u>		R		<u> </u>	<u> </u>
Volume (vph				1112	76		06	120	7		48	<u> </u>	52		<u> </u>	
% Heavy ve	eh		 	2	0		0	2			2	 	2	 	 	
PHF	/		 	0.95	0.95		95 4	0.95 A	'		0.95 A	A	0.95 A	-	 	
Actuated (P/ Startup lost		····	1	2.0	A		.0	2.0	-		2.0	+	2.0	 	 	
Ext. eff. gree			-	2.0	1		.0	2.0		.,,, .,,	2.0	1	2.0	1	†	
Arrival type			1	5	1		5	5			3		3			
Unit Extensi	on			3.0		3.	.0	3.0)		3.0		3.0			
Ped/Bike/R1	rOR Volume	***************************************	0		0						0		0	0		
Lane Width				12.0		12	2.0	12.0)		12.0		12.0			<u> </u>
Parking/Gra	de/Parking		Ν	0	Ν	/	V	0		Ν	Ν	0	N	N		N
Parking/hr													<u> </u>			<u> </u>
Bus stops/h	r			0		(0	0			0		0			
Unit Extensi	**************************************			3.0		3	.0	3.0)		3.0		3.0			
Phasing	WB Only	Thru	& RT	03	}		04		NB	Only	/	06		07	(08
	G = 10.0	G = 3		G =		G =				10.0			G =		G =	
Timing		Y = {		Y =		<u>Y =</u>			Y =	5	Y =		Y =		Y =	
	Analysis (hrs											e Len	gth C =	90.0		
_ane Gro	up Capaci	ty, C	ontro	l Dela	ıy, aı	<u>nd L</u>	<u>.os</u>	De	teri	mina	ation	····				
			El	3			W	В				NB		<u> </u>	SB	
Adj. flow rat	e		125	1	11	12	127	71	<u> </u>		51		55			
Lane group	сар.		226	2	19	90	290)3			186		167		İ	
v/c ratio			0.55	5	0.0	59	0.4	4	Ī	0	0.27		0.33			
Green ratio			0.61		0.	11	0.7	8	1	0	0.11		0.11			
			10.3			3.0	3.4		┪	3	36.7		36.9			
	iif. delay d1 elay factor k					18	0.1		╁		0.11		0.11	1		
	elay factor k crem. delay d2					.8	0.		1		0.8		1.2			_
PF factor	factor 0.129					917	0.2		1		.000		1.000	1		
Control dela	av	_	1.6	 -		9.6	0.2		T		37.5		38.1		+	1
Lane group		1.0 A). U	A		T	-	D		D	T	1	1	
Apprch. del			1.6	L	+		1.0		<u>.l</u>	\dashv	37	7.8	L			<u></u>
Approach L			\dashv		A											
		_	A 4.2		+			1.	nfer	eenfii	on LOS			1	A	
Intersec. de	лау		4.∠					11	nci:	OUCH	UI: L.UU			_L	/ T	

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General Info	rmation						Site	Info	rmat		- د الساب						
Analyst Agency or Co Date Perforn Fime Period	ned	US/ US/ 09/11 1 PEAK	41 1/08	IR			Are Juri	ersecti a Typ isdicti alysis	e on			A	R II othe CARL	VE./SA D. er areas SBAD VO PRO	5		
Volume and	Timing Inp	ut															
				EB				WB					NB			SB	Грт
			LT	TH	RT	_		TH		T	LT	_	TH	RT	LT	TH	RT 0
Num. of Land	es		0	2	0	1		2	(1		0	1	0	0	<u> </u>
ane group				TR				T			L	_		R			
/olume (vph				1394	64	77		1072	_	_	46	4		98 2		ļ	
% Heavy ve	h			2	0	0.9 5 0.9		2 0.95	-		2 0.95	╬		0.95		<u> </u>	
PHF	A \			0.95 A	0.95 A) 0.8 A	_	0.93 A	╫		0.90 A	╁	A	0.90 A	 	╁───	
Actuated (P/ Startup lost t				2.0	┢ᢚ	$-\frac{7}{2}$	an annual de	2.0	+		2.0	十	- 1	2.0	<u> </u>		
Ext. eff. gree				2.0	 	2.	_	2.0			2.0			2.0			
Arrival type				5				5			3			3		<u> </u>	
Unit Extensi	on			3.0		3.	0	3.0			3.0		· · · · · · · · · · · · · · · · · · ·	3.0		ļ	
Ped/Bike/RT	OR Volume		0		0			<u> </u>	_ _		0	_		0	0	 	
Lane Width				12.0	<u></u>		2.0	12.0			12.0	4		12.0	<u> </u>	<u> </u>	<u> </u>
Parking/Gra	de/Parking		N	0	N	^	V	0		Ν	N	_	0	N	N		N
Parking/hr					<u> </u>			<u> </u>				_			<u> </u>	<u> </u>	
Bus stops/hi				0		()	0			0	_		0	 	<u> </u>	ļ
Unit Extensi	on		<u> </u>	3.0	<u> </u>	3.	0	3.0	8		3.0			3.0	<u> </u>	<u> </u>	
Phasing	WB Only	Thru		03			04		NB C				6		07		80
Timing	G = 10.0	G = 5		G=		G =) = 1		$-\frac{G}{Y}$	=		G = Y =		G = Y =	
_	Y = 5	Y = 5		Υ=	na crainmid likicid	Y =	android!	I Y	= 5) ************************************			Lenc	<u> </u>	90.0		
Duration of A	Analysis (hrs) = 0.2) 	l I Dele		ad I	<u> </u>	no+	~rm	ina			LONG	JG1 V			
Lane Gro	up Capaci	ty, Co			y, a	no L			GIII	HIG	UUI		NB	-	T	SB	
			El		_			/B		-			IND			1 00	<u></u>
Adj. flow rat	е		1534	<u> </u>	3	31	112		MEET COSTON	_	18	_		103		_	_
Lane group	сар.		2268	3	1	90	29	03		1	86	┸		167			<u> </u>
v/c ratio		T	0.68	3	0.	43	0.3	39		0.	26			0.62			
Green ratio			0.61		0.	.11	0.7	78		0.	11			0.11			
Unif. delay	41	_	11.6	;	3	7.3	3.	2		30	6.6	1		38.2			
Delay factor		+	0.25			.11	0.				11	1		0.20		_	1
		+	0.8			1.5	0.).7	+		6.7	-		╁~~
Increm. dela	ay u∠										000	╫		1.000	-		
PF factor			0.12			917	-	225				-					
Control dela	Э		2.3		3	5.8	10.	.8		_	7.3	_		44.9		_	
Lane group	LOS		A			D	_ /	4			D			D			
Apprch. del	ау		2.3			3	3.1					42.	5				
Approach L	.os	1	A				A			T		D					
Intersec. de		1	4.8		_			ļr	terse	ectio	n LC	S				А	
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Short Repoi	rt													Page	1 of 1			
					SHC	ORT R	EPO	RT										
General Info	rmation					s	ite Inf	orma	tior	1								
Analyst Agency or C Date Perforr Time Period		U 09/	SAI SAI 11/08 PEAK			A Ji	itersec rea Ty urisdic nalysi	pe tion	r		All oti	TA A\ her an RLSBA	/E. eas ND					
Volume an	d Timing I	nput																
				EB			WB				NB			SB	T			
			LT	TH	RT	LT	TH	RT	4	L.T	TH	RT	LT_	TH	RT			
Num. of Lan	es		2	2	1	1	2	1	_	2	3	0	2	3	1			
Lane group			L	T	R	L	T	R		L	TR		<u> </u>	T	R			
Volume (vph			492	297	375	169	503	136	4	250	2071	50	67	1108	560			
% Heavy ve	:h		2	2	2	2	2	2	+	2	2 0.95	2 0.95	0.95	2 0.95	2 0.95			
PHF	/A \		0.95		0.95	0.95 A	0.95 A	0.95 A	2	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A			
Actuated (Pa Startup lost			A 2.0	A 2.0	<u>A</u> 2.0	2.0	2.0	2.0	\dashv	2.0	2.0	- 	2.0	2.0	2.0			
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0			
Arrival type			5	5	5	5	5	5		5	5		5	5	5			
Unit Extensi	on		3.0	3.0	3.0	3.0	3.0	3.0)	3.0	3.0		3.0	3.0	3.0			
Ped/Bike/R7	OR Volum	ie	10	0	150	10	0	50		10	0	30	10	0	0			
Lane Width			12.0	12.0	12.0	12.0	12.0	12.0	2	12.0	12.0		12.0	12.0	12.0			
Parking/Gra	de/Parking		N	0	Ν	N	0	N		Ν	0	N	N	0	N			
Parking/hr														<u> </u>	<u> </u>			
Bus stops/h	ſ		0	0.	0	0	0	0		0	0		0	0	0			
Unit Extensi	·		3.0	3.0	3.0	3.0	3.0	3.0	7	3.0	3.0		3.0	3.0	3.0			
Phasing	Excl. Lef	t Thru	ı & RT	03	3	04		Excl.	Le	ft T	hru & R		07		08			
	G = 22.0	استحدد وسنند	24.0	G =		G =		G = 1			= 50.0			G =				
Timing	Y = 5	Y =		Y =		Y =		Y = 5	<u> </u>		= 5	ΙΥ ΠΩ	****	<u> Y =</u>				
Duration of								•			/cle Len	gth C	= 130	.0				
Lane Gro	up Capa	city, (Contro	ol Dela	ay, ar			term	ina	ation								
			EB		<u> </u>	_ W			<u> </u>		NB			SB	1			
Adj. flow rat	е	518	313	237	178	529) (91	26	3	2201		71	1166	589			
Lane group	сар.	551	689	488	284	689) 4	88	35	51	2051		351	2054	881			
v/c ratio		0.94	0.45	0.49	0.63	0.7	7 0.	.19	0.7	75	1.07		0.20	0.57	0.67			
Green ratio		0.17	0.18	0.33	0.17	0.18	B 0.	.33	0.1	11	0.38		0.11	0.38	0.59			
Unif. delay	d1	53.3	47.2	34.7	50.2	50.	4 3	1.0	56	3.3	40.0		52.9	31.5	17.9			
Delay facto	rk	0.45	0.11	0.11	0.21	0.3	2 0.	.11	0.3	30	0.50		0.11	0.16	0.24			
increm. del	ay d2	24.4	0.5	0.8	4.3	5.2	? (0.2	8.	.7	42.8		0.3	0.4	2.0			
PF factor		0.864	0.849	0.670	0.86	4 0.84	19 O.	670	0.9	20	0.583		0.920	0.583	0.123			
Control dela	ay	70.5	40.5	24.0	47.7	48.	0 2	1.0	60).4	66,1		48.9	18.7	4.2			
		E	D	С	D	D		C ·	E	-	E		D	В	Α			
	pprch. delay 51.4 44.9 65.5 15.2																	
Approach L)			D	.:		E B									
Intersec. de			5. <i>5</i>		1		Inte	ersecti	on	LOS				D				
regarded TM		L			3,2000 1	Iniversity (·		Version 4			

			·····		SHC	ORTR										
General Info	rmation					S	ite In	forma	tion							
Analyst Agency or Co Date Perforn Time Period		U 09/	ISAI ISAI 11/08 PEAK			A Ji	nterse .rea T urisdi .nalys	уре	ıΓ		CAMIN COS All otl CAR AR 2010	TA . her RLS	AV. are BA	E. as D		
Volume and	d Timing I	nput								W-7					· · · · · · · · · · · · · · · · · · ·	
				EB			WE				NB				SB	T
			LT	TH	RT	LT	TH			<u>LT</u>	TH	R		LT	TH	RT
Num. of Lan	es	-	2	2	1	1	2	1		2	3	0		2	3	1
_ane group			L	Τ	R	L	T	R		L.	TR			L	T	R
Volume (vph			625	512	355	125	280			265	1026	11		236	2445	604
% Heavy ve	h		2	2	2	2	2	2	-	2	2 0.95	2 0.9		2 0.95	0.95	2 0.95
PHF	(A)		0.95	0.95	0.95	0.95	0.95 A	0.9 A		0.95 A	0.95 A	O.S	***************************************	0.95 A	0.95 A	0.95 A
Actuated (P/ Startup lost			A 2.0	A 2.0	A 2.0	2.0	2.0		, 	2.0	2.0	├		2.0	2.0	2.0
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0			2.0	2.0			2.0	2.0	2.0
Arrival type			5	5	5	5	5	5		5	5			5	5	5
Unit Extensi	on		3.0	3.0	3.0	3.0	3.0	3.0)	3.0	3.0			3.0	3.0	3.0
Ped/Bike/R1	OR Volun	ne	10	0	0	10		0		10	0	60)	10	0	0
Lane Width		`	12.0	12.0	12.0	12.0	12.0) 12.	0	12.0	12.0		.,	12.0	12.0	12.0
Parking/Gra	de/Parking)	Ν	0	N	Ν	0	٨		N	0	_^		N	0	N
Parking/hr																<u> </u>
Bus stops/h	r		0	0	0	0	0	0		0	0	<u> </u>		0	0	0
Unit Extensi	on		3.0	3.0	3.0	3.0	3.0	3.0	9	3.0	3.0			3.0	3.0	3.0
Phasing	Excl. Le	ft EE	3 Only	Thru	& RT	04		Excl			hru & R			07		80
Timing	G = 13.0		9.0	G = '		G =		G =			= 58.0		G =		G =	
	Y = 5	_ Y =		Y = 8)	Y =		Υ=	5		= 5 /cle Len		Y =		Y =	
Duration of						1 1 0	~ N	- 4				gui	<u> </u>	- 134	·, ·/	
Lane Gro	up Capa	icity, (N Del	ay, a			etern	una	atior		*********			~	
			EB	·			/B		 		NB		4		SB	
Adj. flow rat	е	658	539	374	132	29	5	21	27	' 9	1133	<u> </u>		**********	2574	636
Lane group	сар.	654	805	517	162	410	6	385	35	51	2286	<u> </u>		351	2303	997
v/c ratio		1.01	0.67	0.72	0.81	0.7	1 (0.05	0.7	79	0.50		١	0.71	1.12	0.64
Green ratio		0.20	0.22	0.36	0.10	0.1	1	0.26	0.1	11	0.43			0.11	0.43	0.67
Unif. delay	d1	53.8	48.4	37.2	59.6	57.	6	37.7	58	3,5	27.7		Ī	57.9	38.3	12.8
Delay factor		0.50	0.24	0.28	0.36	0.2	7	0.11	0.3	34	0.11	T	T	0.27	0.50	0.22
Increm. del		36.7	2.2	5.0	26.4	5.8	5	0.1	12	2.0	0.2	Π	1	4.5	57.7	1.0
PF factor		0.833	0.817	0.624	0.92	9 0.9	16	0.770	0.9	919	0.495	T	1	0.919	0.495	0.151
Control dela	ay	81.5	41.7	28.2	81.7	⁷ 58.	4	29.1	65	5.8	13.9	T	1	57.8	76.6	2.9
Lane group		F	D	c	F	E		С	E	<u></u>	В	Π		E	E	Α
Apprch. del		5	5.1			63.9				2	4.1				61.7	
Approach L	.os		E			E					С				Е	
Intersec. de	elay	5	2.6				Int	tersect	ion	LOS					D	
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Short Repo	rt														Page	2 1 of 1
				·····	Sł	HOF	RT RI	EPOF	RT.							
General Info	ormation						Si	te Info	rmati	on						
Analyst Agency or C Date Perforr Time Period	ned	US. US. 09/11 1 PEAF	AI 1/08	JR			Ar Ju	ersect ea Typ risdicti alysis	e on	γ		CAS' All oth CAF	TILLA ner are LSBA	as		
Volume an	d Timing Inp	ut						***************************************								
				E				WB	,			NB	,		SB	
			LT	TI		₹T	LT	TH	RT		LT	TH	RT	LT_	TH	RT
Num. of Lan	ies		1	2		0	0	2	0	_ _	0	0	0	1	0	1
Lane group			L.	T			<u> </u>	TR					<u> </u>	L	 	R
Volume (vpl			28	52				690	10	_		 	<u> </u>	37		115 0
% Heavy ve	∋h		0	0.9			ļ	2 0.95	0.95	-		-	<u> </u>	0 0.95	<u> </u>	0.95
PHF Actuated (P	/Δ\	4	0.95 A	0.9 A	- 		 	0.95 A	0.95 A				<u> </u>	A A		A A
Startup lost		, ,	2.0	2.0	, 			2.0	1~	十		 		2.0		2.0
Ext. eff. gree			2.0	2.0			1	2.0	<u> </u>	\top				2.0		2.0
Arrival type			5	5				5						4		4
Unit Extensi	ion		3.0	3.0)			3.0						3.0		3.0
Ped/Bike/R	TOR Volume						0	0	0		0	ļ		0	0	0
ane Width			12.0	12.	0			12.0						12.0	<u> </u>	12.0
Parking/Gra	ide/Parking		Ν	0		N	N	0	N		Ν		Ν	N	0	N
Parking/hr													<u> </u>		<u> </u>	<u> </u>
Bus stops/h	r		0	0				0						0		0
Jnit Extens	ion		3.0	3.	2			3.0						3.0	<u> </u>	3.0
Phasing	EB Only	Thru 8	& RT		03		04		SB Or	ıly		06		07		08
Timing		G = 4		G =			} =		6 = 9.6)	G=		G:		G =	
	Y = 5	Y = 5		Y =		<u> </u>		<u> Y</u>	= 5		Y =		<u>Y</u> :		Υ =	
	Analysis (hrs			<u> </u>						,,,		ie Len	gtn C	= 75.0		
_ane Gro	up Capaci	ty, Co			lay,	anc			ermii	nati	on			j		
				В		<u> </u>		WB T			Т-	NB			SB	I
Adj. flow rat	te	29	58	54		<u></u>	73	37		<u> </u>			v	39	ļ	121
Lane group	cap.	251	27	87			19	87						205		184
v/c ratio		0.12	0.	20			0.3	37						0.19		0.66
Green ratio		0.15	0.	75			0.8	53						0.12		0.12
Unif. delay),2						29.7		31.5
Delay facto							0.	11						0.11		0.23
	em. delay d2 0.2 0.0						0.	.1			十			0.5		8.3
PF factor		0.88			0.2	238			\exists			1.000		1.000		
Control dela	ay	24.8			2.	.5			1			30.2		39.8		
Lane group		С		4		T	1	4			1			С		D
Apprch. del			1.8		<u> </u>		2.5	5							37.5	
Approach L		1	Α				A								D	
Intersec. de			6.0					Int	ersect	ion l	Los				Α	
	-									~~~~~						

Short Repoi	rt													Page	2 1 of 1
					SHO	RT R	EPOR	T.							,
General Info	ormation					Si	te Info	rmatio	***************************************						
Analyst		US,	ΑI			ln	tersecti	ion	L	A C			./VIEJC)	
Agency or C		US	4/			Ar	еа Тур	e				TILLA her are	vv eas		
Date Perform		09/11		ID.		Ji	ırisdicti	on			CAR	RLSBA	D		
Time Period	PI	M PEAK	HUU	' K		Ar	nalysis	Year	YE	AR	2010	NO P	ROJEC	T	
Volume and	d Timing Inp	out				<u> </u>	100				NID			CD.	
			LT	EB TH	RT	LT	WB TH	RT	<u> </u>	тΤ	NB TH	RT	LT	SB TH	RT
Num. of Lan	ac		1	2	0	0	1 2	10	0		0	0	1	0	1
	C 5		L	 	 	 	TR	╁┷	╁┷	┪			L		R
_ane group	.1		215	762			734	25					15		55
Volume (vph % Heavy ve			0	2		 	2	2	+-	十			o		0
PHF			0.95	0.95			0.95	0.95					0.95		0.95
Actuated (P/			Α	A			Α	Α					Α		Α
Startup lost			2.0	2.0	ļ	-	2.0		-			ļ	2.0	ļ	2.0
ext. eff. gree	∍n		2.0 5	2.0 5	<u> </u>	 	2.0 5	 	_	-		 	2.0 5	 	2.0 5
Arrival type Unit Extensi	on.		3.0	3.0	 	-	3.0	1		一十		ļ	3.0	<u> </u>	3.0
	OR Volume		0.0	10.0	-	0	0.0	0	10		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0	0	0
ane Width	030 70101110		12.0	12.0	1		12.0		╅	ĺ			12.0		12.0
Parking/Gra	de/Parking		Ν	0	N	N	0	Ν	٨	7		Ν	N	0	N
Parking/hr							1		\top						
Bus stops/hi	*	························	0	0			0		┪				0		0
Jnit Extensi		·	3.0	3.0			3.0						3.0		3.0
Phasing	EB Only	Thru 8	≩RT	03		04		SB Onl	у		06		07		08
Timing		G = 4		G =		G =		= 14.				G :		G =	
-	Y = 5	Y = 5		Y =		Y =	Y	= 5		Y ==		Y =		Y =	
	Analysis (hrs			1 0 -1-		-110	C D-4				e Len	guic	= 90.0		
ane Gro	up Capaci	ity, Co			y, an T			ermin	auo		NID.			SB	
		4	E				WB			<u> T</u>	NB		16	36	58
Adj. flow rat	· · · · · · · · · · · · · · · · · · ·	226	80				99		**********	╬			266		238
Lane group	cap.	342	27.				92			-			<u> </u>	 	0.24
v/c ratio		0.66			_		45			-			0.06		
Green ratio		0.20					48			+			0.16		0.16
Unif. delay o		33.2					5.6			+			32.4		33.4
Delay factor		0.24					11			+			0.11		0.11
Increm. dela	ay d2	1.9	0.				.1			\bot			0.1	<u> </u>	0.5
PF factor		0.833		88	_		390			_			0.877	<u> </u>	0.877
Control dela	ay	29.6					.2			_			28.5	<u> </u>	29.8
Lane group	LOS	С			_		4						С	<u> </u>	С
Apprch. del	ay		7.1			6.2	2		·····					29.5	
Approach L	os		Α			Α								С	
Intersec. de	lay		7.6	·			Inte	ersecti	on LO	OS_			<u></u>	<u> </u>	
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lhort Repor	ŧ														Page	1 of 1
					- 5	НС	RT R	EPOF	RT							71
Seneral Info	rmation						Si	ite Info	rmatio							
Analyst Agency or Co Date Perforn	ned	US 09/1	SAI SAI 1/08				A	tersect rea Typ urisdicti	e	L.A	A C	All oth	AVE./R ST. ner area LSBAL	3 S	PIA	
Time Period	Alv	1 PEA	KHO	UK			<u> </u>	nalysis	Year	Y	EAF	R 2010	NO PF	ROJEC	T	
Volume and	d Timing Inp	ut												r		
		ŀ	17	E! T Th		₹T	LT	WB TH	RT	H	T	NB TH	RT	LT	SB TH	RT
Num. of Lan			LT 1	1		1	1	2	0	0		1	0	0	1	0
	38			+		-		TR	Ĭ	Ϊ́		LTR	<u> </u>	l ·	LTR	
ane group	\ \		L 15	49		₹ 5	L 30	585	28	10	5	10	8	88	5	10
/olume (vph % Heavy ve			75 0	2		<u>)</u>	0	2	2	2		2	2	0	0	0
<u>% neavy ve</u> PHF	E 5		0.95	0.9		, 95	0.95	0.95	0.95	0.9		0.95	0.95	0.95	0.95	0.95
Actuated (P/	A)		Α	A		4	Α	Α	Α	A		Α	Α	Α	Α	Α
Startup lost (ime		2.0	2.0		.0	2.0	2.0		ļ		2.0	<u> </u>		2.0	ļ
Ext. eff. gree	n		2.0	2.0		.0	2.0	2.0	 	 		2.0	 	<u> </u>	2.0 5	
Arrival type			5	5		5	5	5	ļ	╀		5 3.0			3.0	
Unit Extension			3.0	3.0		. <i>0</i>	3.0	3.0 0	0	10)	0	0	0	0	0
_ane Width	OR Volume		0 12.0	12.		2.0	12.0	12.0	<u> </u>	╁		12.0	├ ~	۱Ť	12.0	╁
ane width Parking/Gra	de/Parking		12.0 N	1/2		V	N N	0	l N	$\frac{1}{\Lambda}$	ı	0	N	N	0	N
Parking/Gra	ue/Farking			╁			+''	Ť	 '`	 '		l —	<u> </u>			
-arking/m 3us stops/hi			0	0	\dashv	0	10	0	 	十		0	 		10	<u> </u>
Jnit Extensi			3.0	3.0		.0	3.0	3.0	-	 		3.0			3.0	
	Excl. Left	Thru	& RT	1	03	<u>. Ŭ</u>	0.0		NS Per	m	Ī	06	-	07	_ 	08
Phasing	G = 10.0	G =		G:			G =		3 = 26.		G:		G =		G =	
Timing		Y =		Υ:			Υ=		(= 5		Ϋ́		Y =		Y =	
Duration of <i>i</i>	Analysis (hrs)) = 0.2	25									de Len	gth C =	= 90.0)	
ane Gro	up Capaci	ty, C	ontr	ol D	elay	, ar	nd LO	S Def	ermin	ati	on					
				ΞB				WB				NB			SB	
Adj. flow rat	е	16	51	7	37		32	645				130			109	
Lane group	сар.	190	88	Ю	663	T	190	1607				347			350	
v/c ratio		0.08	0.0	31	0.06).17	0.40				0.37			0.31	
Green ratio		0.11			0.43	1).11	0.43		T		0.29			0.29	
Unif. delay	11	35.9			14.8	13	36,2	17.5		1		25.5			25.0	
Delay factor		0.11	0.11		0.11	0.11		T		0.11			0.11			
······	rem. delay d2							0.2		T		0.7	1	1	0.5	
PF factor	nj	0.0 0.49	}-	0.4	0.490	-	T		0.729	1	1	0.729	1			
		0.91 33.1		.9	7.3		33.6	8.7		+		19.3	1		18.7	1
Control dela		C C		. 9 }	7.3 A	+	C	0.7 A	+	+		10.0 B	_		B	_
Lane group		1	11.3	,	<u> </u>	╬		<u>.</u> 9		╁		19.3			18.7	
Apprch. del		-				+				+		19.3 B		-	10.7 B	
Approach L			В	·····		\dashv		4		1.	10					
Intersec. de	lay		11.9					<u> </u>	ntersec	tion	LU	<u>ა</u>			B	

Page 1 of 1

					SH	IORT	REP(OR	T							
General Info	ormation						Site Ir	ıfor	matio							
Analyst Agency or C Date Perforn Time Period	ned	U: 09/1	SAI SAI 11/08 NK HO	UR			Interse Area T Jurisdi Analys	ype ictic	e on	,		All oth CAR	ST. ner are LSBA			
Volume and	d Timing Inp	ut														
				EB			W					NB	g		SB	
			LT	TH	RT	LT	Tł	╧	RT	L		TH	RT	LT	TH	RT
Num. of Lan	es		1	1	1	1	2	_	0	()	1	0	0	1	0
Lane group			L	T	R	L.	TF	?]				LTR			LTR	
Volume (vph	1)		10	722	45	20	714	4	105	3:		5	6	8	5	10
% Heavy ve	∍h		0	2	0	0	2	_	2	1 2		2	2	0	0	0
PHF			0.95	0.95	0.95			5	0.95	0.9		0.95	0.95	0.95	0.95	0.95
Actuated (P/			A	A	A	A 0.0	A 2.0		Α	1	<u> </u>	2.0	Α	A	2.0	A
Startup lost			2.0 2.0	2.0	2.0 2.0		2.0 2.0			┼		2.0	 	-	2.0	
Ext. eff. gree Arrival type	211		2.0 5	2.0 5	∠.∪ 5	5	5	\dashv		╁		5	 		5	
Unit Extensi			3.0	3.0	3.0		3.0	7		忊		3.0	ļ		3.0	1
	FOR Volume		0	0	0	0	0	_	0	()	0	0	0	0	0
Lane Width	ON VOIGING		12.0	12.0	12.0			0		╁		12.0	T	†	12.0	
Parking/Gra	de/Parking		N	0	N	N	1		N	1	Ï	0	N	N	0	Ν
Parking/bra	de/i aiking			Ť	╁		— 			╁		<u> </u>				1
	*		0	0	0	10	0		·	╁		10	<u> </u>	 	10	1
Bus stops/hi Unit Extensi			3.0	3.0	3.0		3.0			╁		3.0	1	-	3.0	1
		751	& RT	0.0	<u></u>		4		IS Per	<u></u>	Ī	06		07		<u>I</u> 08
Phasing	Excl. Left G = 8.0		47.0	G =	<u> </u>	G =	4		= 20.		G		G =		G =	
Timing	Y = 5	<u></u>		Y =	···································	$\frac{0}{Y} =$	·		= 5	-	Y		Y =		Υ <u>=</u>	
Duration of	Analysis (hrs)				***************************************	- Lauineau	****				Су	cle Len	gth C	= 90.0)	MAZDON MAZDON A
	up Capaci			ol Del	av. a	and LO	OS D	ete	rmin	ati	on					
		7, -		В			WB			T		NB	······································		SB	
Adj. flow rat	e	11	76		7	21	863			一		48			24	
Lane group		152			99	152	1912	2		十	*******	310			350	
v/c ratio		0.07	0.7	4 0.	06	0.14	0.45	5				0.15			0.07	
Green ratio		0.09			52	0.09	0.52	?				0.22			0.22	
Unif. delay		37.6			7.6	37.8	13.4			T		28.2			27.6	
Delay factor		0.11			11	0.11	0.11			T		0.11	1		0.11	
Increm. dela		0.2			.0	0.4	0.2			T		0.2			0.1	
PF factor		0.93			271	0.935	0.27	1		1		0.810	1		0.810	
Control dela	ay	35.4			.9	35.8	3.8			1		23.1			22.5	
Lane group		D	Д		4	D	А			T		С			С	
Apprch. del		1	7.6				4.6			T		23.1	1		22.5	
Approach L		†	Α				Α			T		С			С	
Intersec. de	elay		6.7					In	tersect	lion	LO	S			А	
michoco, ac	ωy	1	•			1		.,								

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			· · · · · · · · · · · · · · · · · · ·		S	HC	RTR	EPC	R	T				***********				•
General Info	ormation									matio	n							
Analyst Agency or C Date Perforr Time Period	ned	U. 09/:	SAI SAI 11/08 AK HO	UR			Ar Ju	tersed ea Ty irisdic nalysi	/pe	e on			OSTA A All oth CAR R 2010	ST. ner a RLSI	area BAL	as)		
Volume an	d Timing Inp	out																
				EB				WE	}				NB				SB	·
			LT	TH	R		LT_	TH	_	RT	L		TH	 	<u>T</u>	LT_	TH	RT
Num. of Lan	es		1	1	0		1	2	_	0	0		1	0)	0	1	0
Lane group			L	TR			L	TR		······································	<u> </u>		LTR	<u> </u>			LTR	
Volume (vpl			20	562	5		15	542	-	20	5	_	10	3.		62	20	60
% Heavy ve	eh		0	2	0		0 0.95	2 0.95	_	2 0.95	0.9		2 0.95	0.9		0 0.95	0 0.95	0 0.95
PHF Actuated (P	/Δ\		0.95 A	0.95 A	0.9 A		0.95 A	0.95 A	-	0.95 A	O.S		0.95 A	0.8 A		0.95 A	0.95 A	0.95 A
Startup lost		 -	2.0	2.0	L^{α}		2.0	2.0	ᅥ		\vdash^{\sim}		2.0	 	<u> </u>	- 	2.0	
Ext. eff. gree			2.0	2.0			2.0	2.0					2.0				2.0	
Arrival type			5	5			5	5					5				5	
Unit Extensi			3.0	3.0			3.0	3.0			<u> </u>		3.0				3.0	
	OR Volume		0	0	0		0	0	_	0	0		0		<u>) </u>	0	0	0
Lane Width			12.0	12.0			12.0	12.0					12.0	<u> </u>			12.0	<u> </u>
Parking/Gra	de/Parking		N	0	N	!	N	0	_	N		!	0		J	Ν	0	N
Parking/hr					<u> </u>		<u> </u>	ļ	_		<u> </u>			<u> </u>			ļ	<u> </u>
Bus stops/h	r.		0	0			0	0	_				0	<u> </u>			0	<u> </u>
Unit Extensi	on .		3.0	3.0	<u> </u>		3.0	3.0			<u> </u>		3.0	<u> </u>			3.0	<u> </u>
Phasing	Excl. Left		& RT	0;	3	_	04			S Per			06	_		07		08
Timing	G = 5.0 $Y = 5$	G = Y =	45.0 =	G = Y =			G = Y =			= 25. = 5	0	G Y:			G = Y =		G = Y =	
Duration of	[τ = ο Analysis (hrs	Z		Y =			Υ —		ĭ	= 5			ele Len					
	up Capaci			J Dol	3 V	an.	410	s De	to	rmin			JIO LON	9	<u> </u>	00.0		************
Lane Gio	up Capaci	7, 0		B	ay,	a		WB	EC	71 111111	CLEIV	<i>7</i> 11	NB	***************************************		<u> </u>	SB	
Adj. flow rat		21	59			16		592	Т			Т	50	Т		-	149	
Lane group		95				95		857	╅			╅	435	+			403	+
v/c ratio	cap.	0.22				0.1		0.32	+		***************************************	<u>-</u>	0.11	╁		 	0.37	
Green ratio		0.06				0.0),50	+				0.28	╁		-	0.28	-
Unif. delay o	11	40.6				40.		3.4	┪			-	24.2	╁			26.2	
Delay factor		0.11				0.1).11	\dashv				0.11	╁			0.11	
Increm. dela		1.2				0.		0.1	1				0.1	\dagger			0.6	+
PF factor	<u>,</u>	0.96		333		0.9		.333	十			1	0.744	\dagger			0.744	1
Control dela	ıy	40.2				39		4.6	+				18.1	T			20.0	
Lane group	·	D	1	———		D		A	\dagger			\dashv	В	T			С	1
Apprch. dela			7.6				5.5					1	18.1				20.0	
Approach L			Α			Т	A						В		· · · · · · · · · · · · · · · · · · ·	1	С	
Intersec. de			8.4					1	nte	ersecti	on L	.08	3			1	Α	
HCS2000TM				Copyright ©	ስ ኃስበ	A.L.	iversity of	Florids		II Righte	Pece	wed			********		······································	Version 4.1

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General Information						REPO	X I						
					S	ite Info	rmatio						
Analyst Agency or Co. Date Performed Time Period <i>PM</i>	USA USA 09/11/ PEAK	A <i>l</i> /08	IR		<u>/</u>	ntersec vrea Tyl urisdict vnalysis	oe ion		All oth	ST. ner are: RLSBAL	as O		
Volume and Timing Inpւ	ıt							<u> </u>	1.450				
		1	EB		LT	WB TH	RT	LT	NB TH	RT	LT	SB TH	RT
Num. of Lanes		LT 1	<u>TH</u> 1	RT 0	1	2	10	0	1	0	0	1	0
			TR	<u> </u>	 '	TR	Ĭ	۱ř	LTR	<u> </u>	ľ	LTR	<u> </u>
Lane group		L 48	573	15	1	663	31	10	10	9	53	5	25
Volume (vph) % Heavy veh		0	2	0	10	2	2	2	1/0	2	0	10	0
PHF		.99	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95
Actuated (P/A)		A	A	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α
Startup lost time		2.0	2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0	2.0	<u> </u>	2.0	2.0		ļ	2.0	ļ	ļ	2.0	
Arrival type		5	5		5	5	<u> </u>	ļ	5	 	ļ	5	
Unit Extension		3.0	3.0		3.0	3.0	0	0	3.0 0	0	0	3.0	0
Ped/Bike/RTOR Volume		0 2.0	0 12.0	0	0 12.0	0 12.0	10	·	12.0	1	10	12.0	·
Lane Width		2.0 N	0	Ν	12.0 N	0	I	Ν	0	N	N	0	N
Parking/Grade/Parking		IV	U	1//	/V	 '	14	1 / 1		17	1-1	 ` -	14
Parking/hr				<u> </u>	0	0			10	1	 	10	-
Bus stops/hr		0	0	 	3.0	3.0	_	-	3.0	+	+	3.0	<u> </u>
Unit Extension		3. <i>0</i>	3.0	<u>!</u>	, 		NS Per	<u></u>	06	1	07		08
	$\frac{\text{Thru } \&}{G = 40}$		0: G =	3	G =		G = 25.		G =	G =	***	G =	00
limina L	$\frac{G - 40}{Y = 5}$	0.0	Y =		Ι Υ Ξ		Y = 5		Y =	Y =		Y=	
Duration of Analysis (hrs)		,							Cycle Ler	igth C	= 90.0)	
Lane Group Capacit			l Dela	ay, a	nd LC	S De	termin	atio	n				
		El				WB			NB			SB	
Adj. flow rate	149	61	9		1	731			31			87	
Lane group cap.	190	86	8		190	1648			434			392	
v/c ratio	0.78	0.7			.01	0.44	1		0.07			0.22	
Green ratio	0.11	0.4			0.11	0.44	1		0.28	1		0.28	
Unif. delay d1	38.9	20.			5.6	17.3	1		23.9		1	25.0	1
Delay factor k	0.33	0.2).11	0.11	†		0.11	1		0.11	1
Increm. delay d2	19.1	2.0			0.0	0.2		ļ	0.1		1	0.3	
PF factor	0.917				.917	0.467			0.744			0.744	
Control delay	54.8	12.			32.6	8.3	1		17.9		1	18.9	
Lane group LOS	D	В			С	Α	1	†	В			В	
Apprch. delay		20.5	L	\neg	8.	<u> </u>			17.9			18.9	
Approach LOS		С			1	4			В			В	
	1	14.9					ntersect	ion L	os			В	··

Short Repo	rt													Page	e 1 of 1
															?
					SHO	RT RI									
General Info	ormation					Sit	e Infor	matic	<u>on</u>		150	20.05			
Analyst Agency or C Date Perforr Time Period	ned	US US 09/1 /I PEAI	AI 1/08	JR		Are Jur	ersection ea Typo isdiction alysis `	∋ on			P/LEU All oth ENC	er are INITA	A BLVC as		
Volume an	d Timing Inp	out													
				EB			WB				NB			SB	
			LT	TH	RT	LT	TH	R	_	LT	TH	RT	LT	TH	RT
Num. of Lan	es		0	2	1	2	2	0	_	0	0	0	1	1	1
Lane group				T	R	L	T	<u> </u>	\perp				L.	LT	R
Volume (vpł				1293	228	374	417		_				406	1	52
% Heavy ve	eh			2	0	0	2	 	+			<u> </u>	0 0.95	0.95	0 0.95
PHF	///			0.95 A	0.95 A	0.95 A	0.95 A		+		 	 	0.95 A	0.95 A	0.95 A
Actuated (Pa Startup lost			 	2.0	2.0	2.0	2.0	+	-			 	2.0	2.0	2.0
Ext. eff. gree				2.0	2.0	2.0	2.0	1	_				2.0	2.0	2.0
Arrival type				5	5	5	5						5	5	5
Unit Extensi	on			3.0	3.0	3.0	3.0						3.0	3.0	3.0
Ped/Bike/R	OR Volume		0		0					0		ļ	0		0
Lane Width				12.0	12.0	12.0	12.0				<u> </u>		12.0	12.0	12.0
Parking/Gra	de/Parking		Ν	0	N	N	0	N		Ν	<u></u>	N	N	0	N
Parking/hr												<u> </u>			
Bus stops/h	r			0	0	0	0				<u> </u>	<u> </u>	0	0	0
Unit Extensi	on			3.0	3.0	3.0	3.0						3.0	3.0	3.0
Phasing	Thru & RT	WB (Only	03		04	(SB O	ηly		06		07		08
Timing	G = 50.0	G = 2		G =		3 =		= 30	0.0	G =		G:		G =	
	Y = 5	Y = 5		Υ =		Y =	<u> </u>	= 5		Υ =		Υ:		Y =	
	Analysis (hrs					1100	· B - 4 -				ie Len	ginv	= 120	, U	***************************************
Lane Gro	up Capaci	ty, Co			y, an			ermi	nat			· · · · · · · · · · · · · · · · · · ·			
		<u> </u>	EE		_		∕B				NB			SB	T
Adj. flow rat	е		1361	240	394	43	39	****					325	103	55
Lane group	сар.	.	1555	637	692	24	89						428	429	383
v/c ratio			0.88	0.38	0.5	7 0.	18				T		0.76	0.24	0.14
Green ratio			0.42	0.42	0.2	1 0.0	67						0.25	0.25	0.25
Unif. delay	d1	1	32.1	24.2	42.	7 7.	6			\top			41.7	35.9	35.0
Delay factor			0.40	0.11	0.10		11			T			0.31	0.11	0.11
Increm. dela		1	5.9	0.4	1.1	0.	.0			\top	$\neg \neg \uparrow$	· · ·	7.7	0.3	0.2
PF factor	*	<u> </u>	0.524				150			$\neg \vdash$			0.778	0.778	0.778
Control dela	ąγ	1	22.7	13.1	36.		.2		—	\neg			40.1	28.2	27.4
Lane group	· · · · · · · · · · · · · · · · · · ·	1	С	В	D		4			\dashv			D	С	С
Apprch. del		1	21.3		1	17.8								36.1	
Approach L	<u></u>		С		1	В			<u> </u>					D	
Intersec. de		1	22.8				Inter	section	on I	.os				С	
intersec. ue	ind y	1			2000 11-	iversity of						I			Version 4

Short Repor	rt														Page	1 of 1
					SHO	ORT	RE	POF	₹T							
General Info	ormation						Site	e Info	rmati	on						
Analyst Agency or C Date Perforr Time Period	ned	US US 09/1 1 PEAI	AI 1/08	IR			Are Juri	ersecti a Typ isdicticalysis	e on			P/LEU All oth ENC	er are INITA	A BLVC as		
Volume an	d Timing Inp	ut														
				EB			,	WB				NB			SB	
			LT	TH	RT		T	TH	R		LT	TH	RT	LT	TH	RT
Num. of Lan	es		0	2	1		2	2	0		0	0	0	1	1	1
ane group				T	R		L	T						L	LT	R
Volume (vph	ו)			1037	74	2	82	671						479	1	126
% Heavy ve				2	0		0	2						0	0	0
PHF				0.95	0.95		95	0.95		_			<u> </u>	0.95	0.95	0.95
Actuated (P.			ļ	A	A		<u>A</u>	A		_	····			$\frac{A}{20}$	A 2.0	A 2.0
				2.0	2.0		2.0	2.0	-	-		 		2.0	2.0	2.0
	eff. green al type			2.0 5	2.0 5		2.0 5	5					╁	5	5	5
Arrival type				3.0	3.0		3.0	3.0	_				 	3.0	3.0	3.0
	Extension Bike/RTOR Volume			3.0	0). U	3.0	_		0			0	- O.O.	0.0
Lane Width	IOR volume		0	12.0	12.0	1	2.0	12.0	_	十	<u> </u>		 	12.0	12.0	12.0
	do/Darking		Ν	0	N N		<u></u> N	0	N	_	N		\mathbf{L}_{N}	N	0	N
Parking/Gra	ide/Parking		17	0	1/	+	IV	1 -	70	\dashv	10		1	'V	 	 '` -
Parking/hr					┡			 _				 	 	0	0	$+_{o}$
3us stops/h				0	0		0	0					<u> </u>			
Jnit Extens				3.0	3.0		3.0	3.0				<u> </u>	<u> </u>	3.0	3.0	3.0
Phasing	Thru & RT	WB		03		_	04		SB O		+	06	- - -	07	- G =	08
Timing	G = 45.0	G = 2		G=		G =			3 = 3		G = Y =		G :		Y =	
-	Y = 5 Analysis (hrs	Y = 5		Y =		Υ =			′ = 5					= 120		····
				I Dala		ا امد	\sim	. D~+	ormi			//O L.O1	9010	7 2. 0		-
Lane Gro	up Capaci	ty, Co			y, a	nu i			emm	IIA		NID			SB	
			EB		4-			/B		 -		NB		000		Tann
Adj, flow rat	е		1092	78		97	70			 	_			383	122	133
Lane group	сар.		1400	574	69	92	23.	33						499	500	446
v/c ratio			0.78	0.14	0.	43	0.3	30						0.77	0.24	0.30
Green ratio			0.38	0.38	0.	21	0.6	53						0.29	0.29	0.29
Unif. delay			33.1	24.7	41	1.3	10	.4						38.8	32.4	33.0
Delay facto			0.33	0.11		11	0.1	11		†	$\neg \dagger$			0.32	0.11	0.11
Increm. del			2.9	0.1		.4	0.			T	_			7.1	0.3	0.4
PF factor			0.600			825	_	133		T	_		···	0.725	0.725	0.725
Control dela	∋v	1	22.8	14.9		4.5		5		T	$\neg \dagger$			35.2	23.8	24.3
Lane group			C	В		 C	1 /			T	_			D	С	С
Apprch. del		†	22.3		+		11.2			十					30.8	4
Approach L		1	С		\dashv		В			1					С	, ,
Approach r	.00		U				N									

Intersec. delay

20.3

Intersection LOS

С

Short Repor	ť												Page	1 of 1
					SHC	RT R	EPOR	RT .						
General Info	ormation					Sit	e Info	rmatio	n					
Analyst Agency or C Date Perforn Time Period	ned	USA USA 09/11 1 PEAK	41 1/08	IR		Are Ju	ersecti ea Typ risdictio alysis	e on		P/LEU All oth ENCI	IB OFF CADIA E er areas INITAS NO PRO	3		
Volume and	d Timing Inp	ut										ı——————		
		ŀ	LT	EB TH	RT	 	WB TH	RT	LT	NB TH	RT	LT	SB TH	RT
lum, of Lan			1	2	0	0	3	0	1	1	2	0	0	0
	C5			$\frac{1}{T}$		 	TR	ľ	$+\dot{\iota}$	LT	R		<u> </u>	
ane group	.\		L 750	949			701	354	90	35	276			
/olume (vph % Heavy ve			2	2	 	-	2	2	2	2	2			
76 Heavy ve PHF	• 6 3		0.95	0.95	1	-	0.95	0.95	0.95	0.95	0.95			
Actuated (P/	A)		Α	A		<u> </u>	Α	Α	Α	A	Α			
Startup lost			2.0	2.0			2.0		2.0	2.0	2.0			
Ext. eff. gree	n		2.0	2.0	<u> </u>		2.0	 	2.0	2.0	2.0		<u> </u>	
Arrival type			5	5	 		5	_	5	5	5			
Jnit Extensi			3.0	3.0	<u> </u>	1	3.0	000	3.0	3.0	3.0			-
	OR Volume		40.0	100	 	0	12.0	200	0 12.0	12.0	0 12.0	0		-
ane Width	de IDeulsium		12.0	12.0	Ν	l _N		N	12.0 N	0	12.0 N	N		N
Parking/Gra	de/Parking		Ν	U	//	- /V	0	//	IV	10	1/4	/\		1/4
Parking/hr				 		_	 	╂	$+_{o}$	10	10			
Bus stops/hi			0	0	 	_	0.	+					<u> </u>	
Jnit Extensi			3.0	3.0	<u> </u>	<u> </u>	3.0		3.0	3.0	3.0	<u> </u>		
Phasing	EB Only G = <i>52.0</i>	Thru 8 G = 2	,	03 G =		<u>04</u> G =		NB On i = 25.		06	G =)7	G =	08
Timing	Y = 5	Y = 5		<u>G −</u> Y =		<u> </u>		= 5	Y :		Y =		Y =	
Duration of	Analysis (hrs					1					gth C =	120.0	-	
	up Capaci			l Dela	v. ar	d LOS	S Defe	ermin					***************************************	
	ap capaci	"	EE		,,		VB			NB		T	SB	
Adi flaverat	~	789	999			90			95	37	291		T	1
Adj. flow rate	······································				-						<u> </u>	-	+	-
Lane group	сар.	726	264			121			349	368	553	+	 	-
//c ratio		1.09	0.3		_	0.7				0.10	0.53	-	-	4
Green ratio		0.43	0.7	1		0.2	3	C	1.21	0.21	0.21		_	
Unif. delay o	11	34.0	7.0)		42.	7	3	9.9	38.4	42.2			
Delay factor	·k	0.50	0.1	1		0.3	0	C).11	0.11	0.13			
ncrem. dela	y d2	59.4	0.1			2.	5		0.4	0.1	0.9	1	T	
PF factor	-	0.490	0.1	71	\neg	0.7	97	o	.825	0.825	0.825			
Control dela	ıV	76.1	1.3			36.				31.8	35.8			
	trol delay 76 e group LOS E				\top	D			C	С	D	†	1	
Apprch. dela			<u>A</u> 34.3		\dashv	36.5			34		<u> </u>	-	-l	<u>. I</u>
		 `	C				·				····	 		
Approach L		 				D.	1	1				 		
Intersec. de	lay		35.0	pyright ©			.—-		ion LO	5			D	/ersion 4.1f

SHORT REPORT Site Information **General Information** I-5 NB OFF Intersection USAI Analyst RAMP/LEUCADIA BLVD. USAI Agency or Co. All other areas Area Type 09/11/08 Date Performed Jurisdiction **ENCINITAS** PM PEAK HOUR Time Period YEAR 2010 NO PROJECT Analysis Year Volume and Timing Input SB NB WB EB TH RT LT TH RT LT RT LT TH RT LT TH 0 0 0 1 2 2 0 0 3 0 1 1 Num. of Lanes L LTR TR L T _ane group 339 741 343 212 45 1072 444 Volume (vph) 2 2 2 2 2 2 0 % Heavy veh 0.95 0.95 0.95 0.95 0.95 0.95 0.95 PHF Α A Α A Α Actuated (P/A) A A 2.0 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 5 Arrival type 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension Ō ō 200 Ō Õ Ped/Bike/RTOR Volume 12.0 12.0 12.0 12.0 12.0 12.0 ane Width Ν Ν Ν 0 Ν N 0 Ν Ν Ν Parking/Grade/Parking Parking/hr 0 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 07 80 06 Thru & RT 03 04 **NB Only EB** Only Phasing G = G = 25.0G = G = G≕ G = 50.0G = 30.0G =Timina Y = Y = $\overline{Y} = 5$ Y = Y = Y = Y = 5Y = 5Cycle Length C = 120.0 Duration of Analysis (hrs) = 0.25 Lane Group Capacity, Control Delay, and LOS Determination SB WB NB EB 357 47 931 223 1128 467 Adj. flow rate 349 368 553 1303 712 2644 Lane group cap. 0.13 0.65 0.66 0.43 0.71 0.64 v/c ratio 0.21 0.21 0.21 0.25 0.42 0.71 Green ratio 43.4 38.6 43.4 7.3 41.1 28.1 Unif. delay d1 0.22 0.22 0.11 0.23 0.11 0.28 Delay factor k 0.2 2.6 1.9 3.9 2.2 0.1 increm. delay d2 0.825 0.825 0.778 0.825 0.524 0.171 PF factor 32.0 38.4 39.7 33.8 16.9 1.4 Control delay C D D C Lane group LOS В Α 38.4 5.9 33.8 Apprch. delay C D A Approach LOS Intersection LOS C 20.6 Intersec, delay

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Short Report														Page	1 of 1 20
				Sŀ	IOF	RT R									
General Information						Si	te Inf	orma	tion						
Analyst Agency or Co. Date Performed Time Period	U.	SAI SAI 11/08 NK HO	IJR			Ar Ju	tersec ea Ty risdic nalysi	/pe	r		All of	AVE. her are SINITA:	as S		
Volume and Timing In	nput						×								
			EB				WB	}			NB			SB	
		LT	TH	RT		LT	TH	R	T	LT	TH	RT	LT	TH	RT
Num. of Lanes		1	2	0		-1	3	0		1	1	0	1	1	0
Lane group		L	TR			L	TR			L	TR		L	TR	
Volume (vph)		30	1185	15		15	899	15		91	5	27	225	5	65
% Heavy veh	**************************************	2	2	2		2	2	$\frac{2}{2}$		2	2	2	2	2	2
PHF		0.95 ^	0.95	0.98	2 (0.95 A	0.95		5	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A) Startup lost time		A 2.0	A 2.0	A		<u>A</u> 2.0	A 2.0	$\frac{A}{A}$		<u>A</u> 2.0	2.0	A	2.0	2.0	A
Ext. eff. green	A	2.0	2.0	_		2.0 2.0	2.0			2.0	2.0		2.0	2.0	
Arrival type		5	5	1	十	5	5	\top	一	5	5		5	5	
Unit Extension		3.0	3.0		十	3.0	3.0			3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volum	e	0	0	0	1	0	0	0		0	0	0	0		0
ane Width	***************************************	12.0	12.0		1	12.0	12.0			12.0	12.0		12.0	12.0	
Parking/Grade/Parking		Ν	0	N		Ν	0	N	'	Ν	0	Ν	Ν	0	Ν
Parking/hr															
3us stops/hr	***************	0	0	Π	П	0	0			0	0		0	0	
Unit Extension	Hillian Marian	3.0	3.0			3.0	3.0			3.0	3.0		3.0	3.0	
Phasing Excl. Left	Thru	& RT	0	3	T	04		Excl.	Lef	t T	hru & R	r	07		08
Timing $G = 10.0$		50.0	G= (0.0		=		G = 2			= 15.0		0.0	G =	0.0
Y = 5	Y =		Y =		Υ	=		Y = 5	5		= 5	Y =		<u> </u>	~**********
Duration of Analysis (h	*****		<u> </u>								cle Len	gth C =	175.	0	
Lane Group Capa	<u>city, C</u>	ontro	ol Del	<u>ау, а</u>	and			term	ina	tion				 	
		EB				W			<u> </u>		NB			SB	
Adj. flow rate	32	126	3] :	6	96	2		96	6	33		237	73	
Lane group cap.	146	162	0	1	46	231	17		29	11	223	L	291	220	
v/c ratio	0.22	0.78	3	0.	11	0.4	2		0.3	33	0.15		0.81	0,33	
Green ratio	0.09	0.43	3	0.	09	0.4	3		0.1	17	0.13		0.17	0.13	
Unif. delay d1	48.9	27.8	3	4.	3. <i>4</i>	22.	4		41.	.6	44.3		45.7	45.4	
Delay factor k	0.11	0.33	3	0.	11	0.1	1		0.1	11	0.11		0.36	0.11	
Increm. delay d2	0.8	2.5		- 0).3	0.	1		0.	7	0.3		16.2	0.9	
PF factor	0.937	7 0.48	37	0.	937	0.4	87		0.8	860	0.900		0.860	0.900	
Control delay	46.5	16.	1	4	5.7	11.	.0		36	.5	40.2		55.5	41.8	
Lane group LOS	D	В			D	В			D)	D		E	D	
Apprch. delay		16.8				11.6				37	7,4			52.2	
Approach LOS		В				В				I)			D	
1-6															

12010 1NR SHORT REPORT Site Information General Information LEUCADIA BLVD/URANIA Intersection USAI Analyst AVE. Agency or Co. USAI Area Type All other areas Date Performed 09/11/08 Jurisdiction **ENCINITAS** PM PEAK HOUR Time Period Analysis Year YEAR 2010 NO PROJECT Volume and Timing Input NB SB EB WB RT RT LT TH RT LT TH RT LT TH LT TH 1 2 0 1 3 0 1 1 0 1 1 0 Num. of Lanes L TR L TR L TR L TR ane group 50 1294 67 80 1004 35 40 5 10 110 5 40 Volume (vph) 2 2 2 2 2 2 2 2 2 2 % Heavy veh 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 PHF Α Α Α Α A Α Actuated (P/A) Α A Α A Α 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 5 5 5 Arrival type 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 0 0 0 0 0 0 0 0 0 0 Ped/Bike/RTOR Volume 0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 Lane Width Ν 0 Ν Ν 0 Ν Ν 0 Ν 0 Ν Ν Parking/Grade/Parking Parking/hr 0 0 0 0 0 0 0 0 Bus stops/hr 3.0 30 30 3.0 3.0 3.0 3.0 3.0 Unit Extension 80 04 Excl. Left Thru & RT 07 Thru & RT 03 Excl. Left Phasing G = 0.0G = 15.0G = 0.0G = 20.0G = 10.0G = 50.0G = 0.0G = Timing Υ= Y = 5Y = 5Y = 0Y = Y = 5Y = 5Y = Cycle Length C = 115.0 Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination NB SB EB WB 1094 42 16 116 47 53 1433 84 Adi. flow rate 221 291 229 291 146 1611 146 2310 Lane group cap. 0.14 0.40 0.21 0.58 0.47 0.07 0.36 0.89 v/c ratio 0.43 0.13 0.17 0.13 0.09 0.17 0.090.43Green ratio 43.9 42.2 44.7 49.5 30.0 50.5 23.1 40.2 Unif. delay d1 0.11 0.11 0.11 0.11 0.41 0.17 0.11 0.11 Delay factor k 0.2 0.2 0.1 0.9 0.5 1.5 6.6 5.5 Increm, delay d2 0.900 0.900 0.860 0.937 0.487 0.860 0.487 0.937 PF factor 40.7 52.7 11.4 34.8 39.6 37.1 47.9 21.2 Control delay D В C D D D D CLane group LOS 38.2 36.2 Apprch. delay 22.1 14.4 D D C В Approach LOS 20.1 Intersection LOS C Intersec, delay

hort Report														Page	1 of 1
				SH	ORT	RE	POF	₹T							
Seneral Information						Site	e Info	rmat							
Analyst Agency or Co. Date Performed Time Period <i>Al</i> l	US 09/1	SAI SAI 1/08 K HOU	JR			Are Jur	ersect ea Tyr isdicti alysis	oe			All oth	RD. er area INITAS	as S		
Volume and Timing Inp	out		<u> </u>						***************************************						
			EB		<u> </u>		WB				NB			SB	
		LT	TH	RT	L		TH	RT	4	<u>LT</u>	TH	RT	LT	TH	RT
lum. of Lanes		1	2	0	1		2	0	_	1	1	0	1	1	0
ane group		L	TR				TR	<u> </u>		L	TR		L	TR	
/olume (vph)		20	1132	285	23		792	21	+	95	162	81	44	175 2	42 2
% Heavy veh PHF		2 0.95	2 0.95	2 0.95	0.9		2 0.95	0.95	1	2).95	2 0.95	2 0.95	2 0.95	0.95	0.95
Actuated (P/A)		0.95 A	0.90 A	0.90 A	A A		A.90	A	-	A A	A	A A	A	A A	A
Startup lost time		2.0	2.0	<u>L</u>	2.	_	2.0			2.0	2.0		2.0	2.0	
xt. eff. green		2.0	2.0		2.	······································	2.0			2.0	2.0		2.0	2.0	
Arrival type		5	5	<u> </u>	5		5	_	_	5	5		5	4	
Jnit Extension		3.0	3.0	1	3.0		3.0	 _	_	3.0	3.0 0	0	3.0 0	3.0	0
Ped/Bike/RTOR Volume		0	0 12.0	100	12.		0 12.0	0		0 12.0	12.0	<u> </u>	12.0	12.0	<u> </u>
Lane Width		12.0 N	0	N	12. N		0	N	- -	12.0 N	0	N	12.0 N	0	Ν
Parking/Grade/Parking Parking/hr		- 10		//		\dashv	· ·	+~	\dashv	/ V	-		1,0	<u> </u>	14
Bus stops/hr		0	0	 -	10		0		-	0	10		0	0	
Jnit Extension		3.0	3.0		3.		3.0	+-		3.0	3.0		3.0	3.0	
Phasing Excl. Left	Thru		0.0	<u>I</u>		04		Excl.			ru & R	<u>I</u> Г I	07	<u> </u>	8
G = 17.0	G =		G = 0		G=			3 = 1			= 17.0		0.0	G =	
Y = 5	Υ= :	5	Υ=		Y =			(= 5			= 5	Υ=		Υ =	
Duration of Analysis (hrs								ė i sumuosum kas	***********		cle Len	gth C =	104.	0	
Lane Group Capaci	ty, C	ontro	ol Dela	зу, а	<u>nd L</u>	<u>.os</u>	Det	erm	ina	tion					
		EB				WE	3				NB			SB	
Adj. flow rate	21	138	7	24	2	856	3]	100	0	256	<u> </u>	46	228	
Lane group cap.	274	140	5	27	4	143	0		16	1	305		161	311	
v/c ratio	0.08	0.99)	0.8	38	0.60	0		0.6	2	0.84		0.29	0.73	
Green ratio	0.16	0.38	3	0.1	6	0.38	8		0.1	0	0.16		0.10	0.16	
Unif. delay d1	36.9	31.7	7	42	.5	25.0	6		45.	2	42.2		43.7	41.3	
Delay factor k	0.11	0.49)	0.4	11	0.15	9		0.2	0	0.37		0.11	0.29	,
Increm. delay d2	0.1	20.7	7	26	.9	0.7	7		7.2	2	18.4		1.0	8,7	
PF factor	0.870	0.58	3	0.8	70	0.58	33		0.92	29	0.870		0.929	1.000	
Control delay	32.2	39.3	3	63	.9	15.	6		49.	2	55.1		41.6	50.0	
Lane group LOS	С	D		E		В			D		E		D	D	
→ Fig. 1 = 7	T			1	26	5,3				53	.4			48.6	
Apprch. delay	;	39.1), O					. 7				
		39.1 D), 3								D	

·3/-R

					SH	ORT	·R	EPC	R	T							
General Info	rmation						Si	te Int	for	mati	ion						
Analyst Agency or C Date Perforn Time Period	ned	U: 09/1	SAI SAI 11/08 NK HOU	JR			Ar Ju	erse ea Ty risdic alysi	ype ctio	e on			All otl	RD. her are INITA	as S		a de la constantina del constantina de la constantina de la constantina de la constantina del constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constant
Volume and	d Timing Inp	out			**************************************										***************************************	· · · · · · · · · · · · · · · · · · ·	
	<u> </u>			EB				WE	}		I		NB			SB	
			LT	TH	RT	L	Ţ	TH		RT		LT	TH	RT	LT	TH	RT
Num. of Lan	es		1	2	0	1		2		0		1	1	0	1	1	0
Lane group			L	TR		L		TR				L	TR		L	SB LT TH R 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Volume (vph)		35	1214	165	18	0	934		25		105	56	219			20
% Heavy ve	h		2	2	2	2		2	_	2		2	2	2	<u></u>		2
PHF			0.95	0.95	0.95			0.95	4	0.95	(0.95	0.95	0.95		[0.95
Actuated (P/			A 2.0	A 2.0	A	2.0		A 2.0	-	Α	\dashv	<u>A</u> 2.0	2.0	<u> </u>			$\frac{A}{A}$
Startup lost t Ext. eff. gree			2.0	2.0	 	2.0		2.0	ᆉ			2.0	2.0				
Arrival type	, i i		5	5	╁	5		5	十		十	5	5			<u> </u>	
Unit Extensi	on		3.0	3.0		3.0)	3.0	T		ĺ	3.0	3.0		3.0	3.0	
Ped/Bike/RT	OR Volume		0	0	100	0		0	寸	0		0	0	0	0		0
Lane Width			12.0	12.0		12.	0	12.0)		ŀ	12.0	12.0		12.0	12.0	
Parking/Gra	de/Parking		Ν	0	N	Ν		0		Ν		Ν	0	Ν	N	0	Ν
Parking/hr									\prod								
Bus stops/hi			0	0		0		0				0	0		0	0	
Unit Extensi	on		3.0	3.0		3.6	0	3.0	floor			3.0	3.0		3.0	3.0	
Phasing	Excl. Left	Thru	& RT	0:			04		E	xcl. l	_ef		ru & R		07		
Timing	G = 12.0 Y = 5	G = Y =		G = (Y =	0.0	G = Y =				= 8.	.0		= 17.0 = 5	G = Y =	= 0.0		0.0
Duration of	լγ = 5 Analysis (hrs	<u> </u>		Y=		<u> </u>			Y :	- 5			cle Len		_		
Lane Gro				ıl Deli	av a	nd I	05	s De	te	rmi	na			9010			***************************************
Lanc Oro	up Jupuo	, <u> </u>	EB		1	III VI	W			T			NB			SB	
Adj. flow rate		37	134		15	39	100		Г		11	1	290	T	60		1
Lane group		207	152			77	153		_		13		303			<u> </u>	1
v/c ratio	oap.	0.18	0.88		0.9		0.6		一		0.8		0.96		 	-	
Green ratio		0.12	0.41		-	12	0.4		┢		0.0		0.18		0.08		+-
Unif. delay o	 1	38.1	26.3			.0	23.		H		43.		39.6		42.6	+	
Delay factor		0.11	0.41			43	0.2		<u> </u>		0.3		0.47		0.11	0.27	1
Increm. dela		0.4	6.3		39	.3	1.	0	r		28.	2	40.2		2.8	6.5	
PF factor		0.906	0.53	32	0.9	06	0.5	32	r	7	0.9	40	0.858		0.940	0.858	
Control dela	у	34.9	20.3	3	77	'.4	13.	.3			69.	3	74.2		42.9	38,8	
Lane group	LOS	С	С		E	=	В	3			E		E		D	D	
Apprch. dela	iy .		20.7			23	3.4					72	2.8			39.7	
Approach Lo	OS		С			(2	,					=			D	
Intersec. de	ay		29.8					In	ter	secti	ion	LOS				С	

32-A 32-A 32010 NP SHORT REPORT Site Information General Information LEUCADIA BLVD/SIDONIA Intersection USAI Analyst ST. Agency or Co. USAI All other areas Area Type Date Performed 09/11/08 Jurisdiction **ENCINITAS** AM PEAK HOUR Time Period Analvsis Year *NYEAR 2010 NO PROJECT* Volume and Timing Input NB WB SB EB RT LT TH RT TH RT LT TH RT LT LT TH 2 0 0 0 1 0 1 1 2 0 0 Num. of Lanes L R T TR L Lane group 35 13 1019 7 30 1215 Volume (vph) 2 2 2 2 2 2 % Heavy veh 0.95 0.95 PHF 0.95 0.95 0.95 0.95 Actuated (P/A) Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 Arrival type 3.0 3.0 3.0 3.0 Unit Extension 3.0 0 ō 0 0 0 0 0 Ped/Bike/RTOR Volume 12.0 12.0 12.0 12.0 Lane Width 12.0 Ν Ν Ν Ν Parking/Grade/Parking Ν 0 Ν Ν Ν Parking/hr 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 Unit Extension 07 80 SB Only 06 Phasing EB Only Thru & RT 03 04 G = 10.0G = 0.0G = 0.0G = 25.0G = 35.0G = 0.0G = G = Timing Y = Y = 5Y = Y = Y = 5Y = 5Y = Cycle Length C = 85.0 Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination EΒ WB NB SB 14 1279 1080 37 32 Adj. flow rate 176 493 2855 1536 197 Lane group cap. 0.19 0.08 0.70 v/c ratio 0.06 0.45 0.29 0.76 0.41 0.12 0.12 Green ratio 33.8 33.4 21.6 3.6 20.7 Unif. delay d1 Delay factor k 0.27 0.11 0.11 0.11 0.11 1.5 0.5 0.2 0.1 Increm, delay d2 0.1 0.533 0.911 0.911 PF factor 0.722 0.213 31.3 30.6 Control delay 15.6 0.9 12.5 В C С Lane group LOS Α 12.5 31.1 Apprch, delay 1.2 C В Approach LOS Α 6.8 Intersection LOS Α Intersec, delay

Date Performed Time Period Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Performed Date Date Date Performed Date Performed Date Dat		
Date Performed Date	3	
Date Performed Date Date Performed Date Date Performed Date Pe	3	
Volume and Timing Input		
Num. of Lanes		
Num. of Lanes	(D7	SB
Lane group		H RT
Actuated (Vph) 35 1432 1102 25 16 16 16 16 16 16 16 1	1) 1
Weight	R	R
Description	8	
Actuated (P/A) A A A A A A A A A A A A A A A A A A	2	
Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute Startup Institute In		0.95
2.0 2.0	$\frac{A}{20}$	2.0
Arrival type		2.0
Junit Extension	5	
12.0 12.0	3.0	3.0
12.0 12.0	0	0
Parking/hr Sus stops/hr O O O O O O O O O O O O O	12.0	12.0
Parking/hr Bus stops/hr Bus sto	N	0 N
Bus stops/hr		
Specific Specific	0	0
Phasing EB Only Thru & RT 03 04 SB Only 06 07 Timing G = 25.0 G = 35.0 G = 0.0 G = 10.0 G = 0.0 C ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 D ycle Length C = 85.0 </td <td>3.0</td> <td>3.0</td>	3.0	3.0
G = 25.0 G = 35.0 G = 0.0 G = G = 10.0 G = 0	08	08
Timing Y = 5	=	3 =
Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SI Adj. flow rate 37 1507 1186 17 17 Lane group cap. 493 2855 1532 197 197 V/c ratio 0.08 0.53 0.77 0.09 0.09 Green ratio 0.29 0.76 0.41 0.12 0.12 Unif. delay d1 21.7 3.9 21.6 33.4 0.11 Delay factor k 0.11 0.13 0.32 0.11 0.11		/ =
EB WB NB SI Adj. flow rate 37 1507 1186 17 17 Lane group cap. 493 2855 1532 197 197 v/c ratio 0.08 0.53 0.77 0.09 0.09 Green ratio 0.29 0.76 0.41 0.41 0.12 Unif. delay d1 21.7 3.9 21.6 33.4 Delay factor k 0.11 0.13 0.32 0.32 0.11		
Adj. flow rate 37 1507 1186 177 179 179 179 179 179 179 179 179 179		
Lane group cap. 493 2855 1532 197 0.09 197 197 197 197 197 197 197 197 197 19	ŀ	B
u/c ratio 0.08 0.53 0.77 0.09 Green ratio 0.29 0.76 0.41 0.12 Unif. delay d1 21.7 3.9 21.6 33.4 Delay factor k 0.11 0.13 0.32 0.11	8	8
Green ratio 0.29 0.76 0.41 0.12 Unif. delay d1 21.7 3.9 21.6 33.4 Delay factor k 0.11 0.13 0.32 0.11	176	176
Unif. delay d1 21.7 3.9 21.6 33.4 Delay factor k 0.11 0.13 0.32 0.11	0.05	0.05
Delay factor k 0.11 0.13 0.32 0.31 0.11	0.12	0.12
	33.3	33.3
Increm. delay d2 0.1 0.2 2.5 0.2	0.11	0.11
	0.1	0.1
PF factor 0.722 0.213 0.533 0.911	0.91	0.91
Control delay 15.7 1.0 14.1 30.6	30.4	30.4
Lane group LOS B A B C	С	
Apprch. delay 1.4 14.1 30.6		
Approach LOS A B C		
Intersec. delay 7.1 Intersection LOS A		

22-A

	·····			•	SHO	ORT R	EPOF	RT	······································	······································								
General Inf	ormation					S	ite Info	rmatic										
Analyst Agency or C Date Perfor Time Period	med	U	SAI SAI 12/08 AK HOI	UR		A Ju	itersect rea Typ urisdict nalysis	oe ion		G A	GARE All oth ENC	DENS her an SINITA	DR eas \S					
Volume an	d Timing lı	nput								***************************************				***************************************				
				EB			WB				NB			SB				
			LT	TH	RT	LT	TH	RT	LT		ΓH_	RT			RT			
Num. of Lan	ies		1	2	0	1	2	0	1		1	1	1	1	1			
Lane group			L	TR		L	TR	<u> </u>	L		Τ	R	L	T	R			
Volume (vpl			30	1105	115	350	896	16	120		25	275	60					
% Heavy ve	∋h	····	2	2	2	2	2	2	2		2		RT LT TH RT 1 1 1 1 1 R L T R 275 60 80 10 2 2 2 2 2 95 0.95 0.95 0.95 A A A A A 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 5 5 5 5 3.0 3.0 3.0 3.0 3.0 75 0 0 0 0 2.0 12.0 12.0 12.0 N N O N 0 0 0 0 0 3.0 3.0 3.0 3.0 3.0 07 08 G = 0.0 G = Y = Y = n C = 120.0 SB 63 84 11 182 196 150 0.35 0.43 0.07 0.11 0.10 0.10 49.6 50.8 49.0 0.11 0.11 0.11 1.1 1.5 0.2 6 0.919 0.926 0.926					
PHF Actuated (P	//\		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.9 A		95 A							
Startup lost		***************************************	2.0	2.0	^-	2.0	2.0	~	2.0		2.0	2.0						
Ext. eff. gree			2.0	2.0	1	2.0	2.0	<u> </u>	2.0		2.0	2.0			2.0			
Arrival type			5	5		5	5		5		5	5	5	5	5			
Unit Extensi	on		3.0	3.0		3.0	3.0		3.0) 3	3.0	3.0	3.0	3.0	3.0			
Ped/Bike/R1	ΓOR Volum	е	0		0	0	0	0	0		0	175		0	<u></u>			
Lane Width			12.0	12.0		12.0	12.0		12.	0 12	2.0	12.0	12.0	12.0	12.0			
Parking/Gra	de/Parking		Ν	0	N	Ν	0	N	N	()	N	N	0	N			
Parking/hr																		
Bus stops/h	r		0	0		0	0		0		0	0	0	0	0			
Unit Extensi	ion		3.0	3.0		3.0	3.0	<u> </u>	3,() [3	3.0	3.0	3.0	3.0	3.0			
Phasing	Excl. Left		& RT	0		04		Excl. Le		Thru								
Timing	G = 29.0	G =		G = (0.0	G =		= 13.		G = :								
Duration of	Y = 5	Y = Y		Y =	1	<u>Y</u> =	<u>J Y</u>	= 5		Y = {								
	up Capa			J Dal	~\	410	S Dot	armin			r-en	Juic	- 120					
Lane Gio	up Capat	rity, C	EB	N Del	ay, ai	WB	3 Deu	31111111	allu	NB		Т		OD.				
Adj. flow rat		32	1284	T	368	960		126	Т	26	10	_	62		11			
Lane group		405	1411	-	405	1427		182		96	57							
v/c ratio	cap.	0.08	0.91	+	0.91	0.67		0.69		.13	0.1				 			
Green ratio		0.24	0.38	-	0.24	0.38		0.11		.10	0.7							
Unif. delay of	√ 1	35.2	35.0		44.2	30.7		51.6		9.3	24.				1			
Delay factor		0.11	0.43		0.43	0.24	-	0.26).11	0.1				-			
Increm. dela		0.1	9.1		24.0	1.3		10.7		0.3	0.:				-			
PF factor	.,	0.788	0.586		0.788		- 	0.919		.926	0.5			ļ	0.926			
Control dela	ıy	27.8	29.6		58.8	19.3		58.1		5.9	14.				45.5			
Lane group		С	С		E	В		E		D	В							
Apprch. dela	 		9.5		 	30.2			<i>39.</i>			$\neg \dagger$		<u> </u>	<u> </u>			
Approach L)			С			D									
Intersec. de	·····	31	1.6				Inters	ection	LOS				***************************************	С				
HCS2000TM				opurialst (* 2000 I I	niversity of						I			Version 4 11			

Short Repo	rt														Page	1 of 1
					SHC	RT R	EPC)R]	<u> </u>							
General Info	ormation					Si	ite In	ıforı	matio							
Analyst Agency or C Date Perforr Time Period	ned	U.	SAI SAI 12/08 NK HOU	JR		Aı Ju	iterse rea T urisdi nalys	ype	n		Æ	ARD III oth ENC	ENS er are INITA	as		
Volume an	d Timing Ir	put														
				EB	I	<u> </u>	WE		,			NB	y,	<u> </u>	SB	Int
			LT	TH	RT	LT	TH	1	RT	LT		TH 1	RT	LT	TH	RT 1
Num. of Lan	es		1	2	0	1	2	\dashv	0	1		1	1	1	1 T	R
_ane group	. \		L 10	TR	75	L 240	TR		50	L. 95		T 25	R 138	L 85	25	35
Volume (vph % Heavy ve			10 2	1363 2	75 2	348 2	1007	' 	50 2	85 2		2	2	2	<u>∠5</u> 2	2
% neavy ve PHF	/L1		0.95	0.95	0.95	0.95	0.95	5 ().95	0.95		95	0.95	0.95	0.95	0.95
Actuated (P	/A)		A	A	Α	Α	Α		Α	Α		A	Α	Α	Α	Α
Startup lost	time		2.0	2.0		2.0	2.0			2.0		.0	2.0	2.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0	<u> </u>	2.0	2.0			2.0		.0	2.0	2.0	2.0	2.0
Arrival type			5	5	ļ	5	5	_		5		5	5	3.0	5 3.0	5 3.0
Unit Extensi Ped/Bike/RT		_	3.0 0	3.0 0	0	3.0 0	3.0		0	3.0 0		3.0 0	3.0 0	0	0	0
Lane Width	OK VOIGITI		12.0	12.0		12.0	12.0	7		12.0		2.0	12.0	12.0	12.0	12.0
Parking/Gra	de/Parking		N	0	N	N	0		N	N)	Ν	N	0	N
Parking/hr								十		1	<u> </u>					
Bus stops/h	r		0	0		0	0			0		0	0	0	0	0
Unit Extensi			3.0	3.0		3.0	3.0	,		3.0	1	3.0	3.0	3.0	3.0	3.0
Phasing	Excl. Left	Thru	& RT	03	3 [04		E	cl. Le	ft	Thru	& R1		07		08
Timing	G = 27.0		51.0	G = 0		G =			= 12.0			10.0		- 0.0	G =	
	Y = 5	Y =		Y =		Y =	-	Υ =	- 5		/= :		Y =	-	Y =	
Duration of				<u> </u>		11.0	0 D	- 4 -				Len	jin G	= 120	1.0	
Lane Gro	up Capac	city, C		ol Dela	ay, ar		2 D	ete	rmini	atio					0.0	
			EB			WB			<u> </u>	——————————————————————————————————————	NB	T.		^^	SB	
Adj. flow rat		11	1514		366	1113			89		26	14		89	26	37
Lane group	сар.	377	1574	_	377	1575			168		63	52		168	163	125
v/c ratio		0.03	0.96		0.97	0.71	_		0.53		.16	0.2		0.53	0.16	0.30
Green ratio		0.22	0.43		0.22	0.43			0.10	0	.08	0.3		0.10	0.08	0.08
Unif. delay o	d11	36.3	33.6		46.1	28.4			51.3	5	1.1	28	1	51.3	51.1	51.7
Delay factor	· k	0.11	0.47		0.48	0.27			0.13	0	.11	0.1	1	0.13	0.11	0.11
Increm. dela	ay d2	0.0	14.6		38.5	1.5			3.2	(),5	О.	3	3,2	0.5	1.3
PF factor		0.806	0.507		0.806	0.507	7		0.926	G 0.	939	0.6	41	0.926	0.939	0.939
Control dela	ay	29.3	31.7		75.7	15.9			50.7	4	8.5	18	.3	50.7	48.5	49.9
Lane group	LOS	С	С		E	В			D	T	D	E		D	D	D
Apprch. dela	ay	3	1.6			30.7	*			32.4	4				50.1	
Approach L	os		C			С				С					D	
Intersec. de	lay	3.	2.1				Inte	erse	ction	LOS					С	
******		·					CPI- 33		1 D ! - 1-e-	D	1					Varaian 4

Short Repor	rt													Page	1 of 1	
					SHO	ORT F	PEDC)DT							4	
General Info	ormation				3110		***************************************	forma	tion							
Analyst Agency or C	·o.	U	SAI SAI	•		li	nterse vrea T	ction				BLVD/ W RD, ner are		ΞN		
Date Perforr Time Period			12/08 K HOU	IR		J	urisdi	ction				INITA		_		
				<i>-</i> 1		^	ınalys	is Yea	ır	YEA	R 2010	NO PI	ROJEC	<u> </u>		
Volume an	d Timing In	out	······································	EB		1	WE	>	-т		NB		T	SB		
			LT	TH	RT	LT	TH		, 	LT	TH	RT	LT	TH	RT	
Num. of Lan	es		2	2	0	2	2	0		2	2	0	2	2	0	
ane group			L.	TR	<u> </u>	L	TR			L.	TR		L	TR	<u> </u>	
Volume (vph	<u> </u>		230	910	300	240	829	20) ;	215	141	30	10	260	218	
% Heavy ve			2	2	2	2	2	2		2	2	2	2	2	2	
PHF			0.95	0.95	0.95	0.95	0.95		5 (2.95	0.95	0.95	0.95	0.95	0.95	
Actuated (P/			<i>A</i>	A	A	A	A 2.0	A	_	<u>A</u>	A	A	A	A	Α	
Startup lost			2.0	2.0 2.0	 	2.0	2.0 2.0			2.0 2.0	2.0		2.0	2.0		
Ext. eff. gree Arrival type	711		2.0 5	2.0 5	 	5	5		\dashv	<u>2.0</u> 5	5		2.0 5	5		
Jnit Extensi	on		3.0	3.0		3.0	3.0	_		3.0	3.0		3.0	3.0		
	OR Volume		0		65	0	0	0		0	0	0	0	0	100	
ane Width			12.0	12.0		12.0	12.0	,	1	12.0	12.0		12.0	12.0		
arking/Gra	de/Parking		Ν	0	Ν	N	0	٨	1	Ν	0	Ν	N	0	Ν	
Parking/hr													······································			
Bus stops/hi			0	0	Ī	0	0			0	0		0	0	•	
Jnit Extensi	on		3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0		
Phasing	Excl. Left	Thru	& RT	0:	3	04		Excl.	Left	Ti	nru & R	Т	07	()8	
Timing	G = 15.0	G =		G = 0	0.0	G =		G =			= 25.0		0.0	G=		
-	Y = 5	Y =		Y =		Υ =		Y = 4	4		= 4	Y =		<u> Y = </u>	***************	
	Analysis (hrs			1 0			00	4		***************************************	cle Len	gin C =	120.	U		
Lane Gro	up Capaci	ty, C	***********		ay, ar			term	iina T	tion						
			EB				VΒ	I	ļ		NB	1		SB		
Adj. flow rate	9	242	120		253		94	ļ	220		180		11	398		
Lane group	сар.	407	1478	3	407	7 15	519	<u> </u>	350	3	757	ļ	353	741	.	
//c ratio		0.59	0.82		0.6	2 0.	59		0.6	4	0.24		0.03	0.54		
Green ratio		0.13	0.41		0.1.	3 0.	41		0.1	1	0.21		0.11	0.21		
Jnif. delay o	11	49.6	31.5	5	49.	8 27	7.6		51.	3	39.6		47.9	42.3		
Delay factor	k	0.18	0.36	3	0.2	0 0.	18		0.2	2	0.11		0.11	0.14		
ncrem. dela	ıy d2	2.4	3.7		2.9	0	0.6		3.9)	0.2		0.0	0.8		
PF factor		0.905	0.54	0	0.90	0.5	540		0.91	19	0.825	1	0.919	0.825		
Control dela	У	47.3	20.7		48.	0 1	5.5		51.	0	32.8		44.0	35.7		
ane group	<u> </u>	D	С		D		В	T	D		С	1	D	D	1	
Apprch. dela			25.1		22.7				 		2.9		35.9			
Approach Lo			C		_	C			1)		D			
Intersec. del		 	27.7		_		In	tersec	tion					C		
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· · · · · · · · · · · · · · · · · · ·	<u> </u>					111									

Short Repor	ť														Page	: 1 of 1	
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General Info	rmation						s	ite In	forma	tio							
Analyst Agency or C Date Perforn Time Period	ned			JR			A Ji	rea T urisdi	ection Type ction sis Yea	ır		All of	W RD her are SINITA	eas S		7	
Volume and	d Timing In	out					7							_			
			I T	EB	T 173	-	LT	WI TH		- -	LT	NB TH	RT	LT	SB TH	RT	
Num, of Lan	^c		LT 2	TH 2	R		2	2	0		2	2	0	2	2	0	
	5 5		L	TR	H		L	TR			L	TR			TR		
Lane group	.\		300	961	32	5	240	796			295	150	55	100	367	314	
Volume (vph % Heavy ve			2	2	2	******	2	2	2		2	2	2	2	2	2	
PHF			0.95	0.95	0.9	.,	0.95	0.98			0.95	0.95	0.95	0.95	0.95	0.95	
Actuated (P/			Α	Α	Α	***********	Α	A	A		A	A	A	A	A	A	
Startup lost t			2.0	2.0	╂—		2.0 2.0	2.0			2.0	2.0 2.0	<u> </u>	2.0	2.0		
Ext. eff. gree Arrival type	÷11		2.0 5	2.0 5	-		2.0 5	2.0 5			2.0 5	<i>2.0</i> 5	 	5	5	 	
Unit Extension	on		3.0	3.0	╁		3.0	3.0	, -		3.0	3.0		3.0	3.0		
Ped/Bike/RT			0		65	5	0	0	0		0	0	0	0	0	100	
ane Width			12.0	12.0			12.0	12.0	0		12.0	12.0		12.0	12.0		
Parking/Grad	de/Parking		Ν	0	Ν	1	Ν	0	٨	I	Ν	0	N	Ν	0	Ν	
Parking/hr																<u></u>	
3us stops/hr			0	0	<u> </u>		0	0			0	0		0	0	ļ	
Jnit Extensi	on		3.0	3.0			3.0	3.0			3.0	3.0	<u> </u>	3.0	3.0	<u> </u>	
Phasing	Excl. Left	Thru		0		4	04		Excl.	****		hru & R		07		80	
Timing	G = 15.0	G = 4		G = Y =	0.0		G = Y =		G =			= 23.0 = 5) G = Y =	= 0.0	G = Y =		
Duration of A	Y = <i>5</i> Analysis (hrs) = 0.2	5		***************************************				Y = :					= 120.0			
ane Gro	up Capaci	tv. C	ontro	l Del	av.	an	d LO	S D	eterm	nin:			2				
	ap oupdo.	T	EB					VB		Ī		NB	~~~~~		SB		
Adj. flow rate	3	316	1286			253		27	T	31	11	216		105	611		
Lane group		407	1470			407		-, 503	1		53	687	 	353	676		
v/c ratio		0.78	0.87		(0.62	0.	62		0.	88	0.31		0.30	0.90		
Green ratio		0.13	0.41		(0.13	0.	41		0.	11	0.19		0.11	0.19		
Unif. delay c	i1	50.9	32.6	3	4	19.8	28	3, 1		52	2.7	41.7		49.3	47.4		
Delay factor	k	0.33	0.40)	0	0.20	0.	20		0.	41	0.11		0.11	0.42		
Increm. dela	ıy d2	9.2	6.0		 -	2.9		.8	<u> </u>		1.8	0.3	<u> </u>	0.5	15.6	_	
PF factor		0.905	0.54	0	0	.90	5 0.	540		0.9	919	0.842	ļ	0.919	0.842		
Control dela	` 	55.2	23.6	3	4	48.C		5.9		70	0.3	35.4		45.8	55.6		
Lane group	LOS	E	С			D		В	<u></u>	L		D	<u> L</u>	D] E		
 	pprch. delay 29.8		22.8					lacksquare		6.0		54.1					
Approach Lo			С		_		С					<u> </u>		_	D		
Intersec. de	lay	1 3	35.5		\perp			lr	ntersec	ction	1 LOS		······································	<u></u>	D		

Short Repo	rt													Page	e 1 of			
					SH(ORT R	FPOI	PT	***************************************	***************************************					" ()			
General Info	ormation				UII		Site Info		tior	<u></u>								
	Villeau VI.	,	JSAI	-					LIV.		FUCADI	4 BLV	/Γ)/ΤΟΙ	1/N				
Analyst Agency or C Date Perforr Time Period	med	L 09/ AM PE.		Page 1 of SHORT REPORT Site Information Intersection Area Type Jurisdiction Analysis Year Page 1 of APPRICACION SUPPROJECT														
Volume an	d Timing	Input																
				EB	·	Ţ	WB		\Box		NB			SB				
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	······································	LT	TH	RT	LT	TH	R'	-	LT	TH	RT	LT	TH	RT			
Num. of Lan	es		2	2	1	2	2	1	\dashv	1	2	0	1	1	1			
Lane group	·		L	T	R	L	T	R		L	LTR	<u> </u>	<u> </u>	LT	R			
Volume (vph			73	744	133	210	924	11!	5+	80	17	65	75	18	85			
% Heavy ve PHF	<u>≯h</u>		2 0.95	2 0.95	2 0.95	2 0.95	2 0.95	0.9	=	2 0.95	2 0.95	2 0.95	2 0.95	2 0.95	2 0.95			
Pnr Actuated (P/	/Δ\		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.9. A	2+	0.95 A	0,95 A	0.95 A	0.95 A	0.95 A	0.95 A			
Startup lost			2.0	2.0	2.0	2.0	2.0	2.0	, 	2.0	2.0	7	2.0	2.0	2.0			
Ext. eff. gree		Para	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	<u> </u>	2.0	2.0	2.0			
Arrival type			5	5	5	5	5	5	丁	5	5	 	5	5	5			
Unit Extensi	on		3.0	3.0	3.0	3.0	3.0	3,0	5	3.0	3.0	<u> </u>	3.0	3.0	3.0			
Ped/Bike/RT	OR Volun	ne	0		0	0	0	0		0	0	0	0	0	0			
Lane Width	×		12.0	12.0	12.0	12.0	12.0	12.	0	12.0	12.0		12.0	12.0	12.0			
Parking/Gra	de/Parking	a	N	0	Ν	N	0	N		N	0	Ν	N	0	N			
Parking/hr		<u> </u>	1			†	1	 			 		-		 			
Bus stops/hi			0	0	0	10	0	0	十	0	0		10	0	0			
Unit Extensi			3.0	3.0	3.0	3.0	3.0	3.0	<u>-</u>	3.0	3.0		3.0	3.0	3.0			
Phasing	Excl. Let	4 Thri	1 & RT	0.0	· · · · · · · · · · · · · · · · · · ·	04					NB Only	<u> </u>	<u></u>	07				
	G = 15.0		50.0	G = 0		G =		SB (G = 19.0		= 0.0	 G =	80			
Timing	Y = 5	Y =		Y =		Y =		Y = 5			= 5	$\frac{1}{Y}$		Y =				
Duration of /				<u> </u>		*		-					C = 115.0					
Lane Gro				Dela اد	v. ar	rd LO	S Det	erm	ina			×						
<u> </u>	<u>wh</u>	,	EB	1 27 4		W			<u> </u>	1010.	NB	1		SB				
Adj. flow rate	e	77	783	140	221	973	······································	1	59	,	111		55	43	89			
Lane group		425	1623	652	425	1623			27		554		160	183	143			
v/c ratio		0.18	0.48	0.21	0.52	0.60			0.2		0.20		0.34	0.23	0.62			
Green ratio		0.13	0.43	0.43	0.13				0.1		0.17		0.10	0.10	0.10			
Unif. delay d	<u> </u>	44.5	23.2	20.3	46.6	24.8			41.		41.4		48.6	48.1	50.0			
Delay factor		0.11	0.11	0.11	0.13				0.1		0.11		0.11	0.11	0.21			
Increm. dela		0.2	0.2	0.2	1.1	0.6			0.4		0.2		1.3	0.7	8.1			
PF factor				0.487	0.900				0.80		0.868			ļ	0.929			
		11.6	10.0	43.1	12.7			36.		36.2		46.5	45.4	54.6				
	Control delay 40.3 Lane group LOS D		В	В	D	B	A		D		D		D	D	D D			
		<u> </u>	L		一	17.6			<u> </u>	L				50.1	<u> </u>			
Apprch. delay 13.6 Approach LOS B					B D								D 50.1					
Intersec. delay 19.5					┼		Intersection LOS						В					
mersec. de	. 5		I illersection LOS B															

Short Repo	rt													Page	1 of 1		
															1 of 1		
					SHC	ORT R	EPOI	. Т									
General Info	ormation						ite Info		ion								
		Intersection LEUCADIA BLVD/TOWN															
Analyst Agency or C	0.		Intersection CENTER PL.														
Date Perforr	ned		Area Type All other areas Jurisdiction ENCINITAS														
Time Period	I	PM PEA			nalysis		r	YEA	R 2010			CT					
Volume an	d Timing I	nput			***************************************												
				EB			WB				NB			SB			
			LT.	TH	RT	LT	TH	RT		LT	TH	RT	LT	TH	RT		
Num. of Lan	es		2	2	1	2	2	1		1	2	0	1	1	1		
Lane group			L	T	R	L	T	R		L	LTR		L	LT	R		
Volume (vpl			160	741	215	240	491	249		60	60	285	140	59	240		
% Heavy ve	<u>h</u>		2	2	2	2	2	2		2 05	2 0.95	2 0.95	2 0.95	2 0.95	2 0.95		
PHF Actuated (P	/A \		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.98 A		.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A		
Startup lost			2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	 	2.0	2.0	2.0		
Ext. eff. gre			2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		
Arrival type			5	5	5	5	5	5		5	5		5	5	5		
Unit Extens	on		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Ped/Bike/R	OR Volum	ie	0		0	0	0	10		0	0	0	0	0	80		
Lane Width			12.0	12.0	12.0	12.0	12.0	12.0		2.0	12.0		12.0	12.0	12.0		
Parking/Gra	de/Parking		N	0	N	N	0	N		N	0	N	N	0	N		
Parking/hr			ļ					<u> </u>	_			<u> </u>		ļ			
Bus stops/h	<u> </u>		0	0	0	0	0	0		0	0		0	0	0		
Unit Extens	on		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Phasing	Excl. Lef			03		04		SB C			IB Only				08		
Timing	G = 16.0 Y = 5	G = Y=	45.0	G = 0 Y =				G = 1 $Y = 5$			G = 20.0 G Y = 5 Y		= 0.0	G= Y=			
Duration of	<u></u>			γ –	l	Υ =		- t					= Y = = 120.0				
Lane Gro		~~~~		l Dela	av ar	od I O	S Det	erm	inat								
Lanc Oro	ap oapa	<u> </u>	EB	, , ,	<u> </u>		WB				NB	T T		SB			
Adj. flow rat		168	780	226	253	517		52	192		445	88		121	168		
Lane group		434	1400	563	434	140		33	279		554		265	303	237		
v/c ratio		0.39	0.56	0.40	0.58				0.69		0.80		0.33	0.40	0.71		
Green ratio		0.13	0.38	0.38	0.13			38	0.17		0.17		0.16	0.16	0.16		
Unif. delay		47.5	29.6	27.6	48.9			3.4	47.1		48.1		44.9	45.4	47.9		
Delay facto		0.11	0.15	0.11	0.17			11	0.26		0.35		0.11	0.11	0.27		
			0.75	0.5	2.0	0.7		.6	7.0		8,4		0.7	0.9	9.4		
	crem. delay d2 0.6		0.600	0.600	0.897				0.86		0.867				0.875		
			18.3	17.0	45.9			7.6	47.8		50.1		40.0	40.5	51.3		
			16.3 B	17.0 B	45.9 D	10.		.o 3	47.0 D	\dashv	D		D	D D	D D		
			L	L _D	+-	24.0	1.4	<i></i>	۳	<u></u>		L			<u> </u>		
 	Approh. delay 21.6 Approach LOS C			 	24.0 C		·····	49.4 D				45.2 D					
					Intersection LOS								C				
Intersec. de	lay	30		onvright (······································		-								
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General Info	rmation						Site In	for	mat	ion							
Analyst Agency or Co Date Perforn Time Period	ned	U 09/	SAI SAI 12/08 AK HOI	JR			Interse Area T Jurisdi Analys	ype ctio	e n	· }		R/LEUC All off ENC R 2010	er INI	area TAS	is	Τ	
Volume and	i Timing In	put				***************************************											
		-0.30-)		EB	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		W					NB	r =			SB	
			LT	TH	RT	LT	Th	┸	RT		Τ	TH	ऻ—	<u>T</u>	LT	TH	RT
Num. of Lan	es	Marine Marine Marine	2	3	1	2	3	_	0		2	3	<u> </u>		2	4	0
Lane group			L	T	R	L.	TR	£				T		?	L	TR	
Volume (vph			205	474	205	1084		9	85		00	1810	75		125	701	140
% Heavy ve	h		2	2	2	2	2	_	2 0.9		2 95	2 0.95	<u> </u>	2 95	2 0.95	2 0.95	2 0.95
PHF			0.95 A	0.95 A	0.95 A	0.95 A	0.9 A	2-	0.90 A		90 4	0.95 A	1	*****	0.95 A	0.95 A	0.93 A
Actuated (P/ Startup lost t			2.0	2.0	2.0	2.0	2.0	,	_^		.0	2.0		0	2.0	2.0	 ^`
Ext. eff. gree		×**********	2.0	2.0	2.0	2.0	2.0				.0	2.0		.0	2.0	2.0	
Arrival type			5	5	5	5	5				5	5		5	5	5	
Unit Extensi	on	****	3.0	3.0	3.0	3.0	3.0)		3	.0	3.0	1	.0	3.0	3.0	
Ped/Bike/RT	OR Volume)	0	0	0	0	0		0		0	0	ــــــ	00	0	0	0
Lane Width			12.0	12.0	12.0	12.0) 12.	0		12	2.0	12.0	12	2.0	12.0	12.0	
Parking/Gra	de/Parking		N	0	Ν	N	0		Ν		N	0		٧	N	0	N
Parking/hr										L							
Bus stops/hi			0	0	0	0	0				0	0		0	0	0	
Unit Extensi	on		3.0	3.0	3.0	3.0	3.	9		3	3.0	3.0	3	.0	3.0	3.0	
Phasing	Excl. Left		Only	Thru)4			Left		ıru & R			07		80
Timing	G = 10.0		29.0	G=		G =	0.0		= 7			= 43.0			0.0	G = Y =	0.0
	Y = 5	Y =		Y = ;)	Y =		ĮΥ	= {)		= <i>5</i> cle Len		Y =			
Duration of				l Dal		5 d l	Ae n	oto	· PV	inat			yu		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Lane Gro	up Capac	ity, c		oi Dei	ay, a		<u>ОЗ D</u> WB	CLC	71 11	IIIICI	1011	NB		***************************************	1	SB	
			EB					т		405	-17		40		400		
Adj. flow rat	e	216	499	216			1151	╄		105		905	48		132	885	
Lane group	сар.	250	657	323	11	02 2	2030	L		175	1	767	66	9	175	2297	
v/c ratio		0.86	0.76	0.67	1.0	04	0.57			0.60	7	.08	0.7	2	0.75	0.39	
Green ratio		0.08	0.12	0.22	0.3	34	0.38	T		0.05	().33	0.4	5	0.05	0.33	
Unif. delay o	<u></u> 11	59.3	55.1	46.7	43	.0	31.5	T		60.1		13.5	29.	.3	60.7	33.4	
Delay factor		0.39	0.31	0.24		<u>-</u>	0.16	T		0.19	(0.50	0.2	28	0.31	0.11	<u> </u>
Increm. dela		25.5	5.2	5.3		.7	0.4	T		5.6		15.9	3.	7	16.9	0.1	
PF factor	*	0.944				—— <u>-</u>	0.583	T		0.962	2 0	.670	0.4	63	0.962	0.67	0
Control dela	ay	81.5	55.1	43.4	65	0.0	18.7	T		63.5	1	75.1	17.	.3	75.2	22.5	
Lane group		F	E	D	E	=	В	T		Е	\top	E	E	}	E	С	
	Apprch. delay 5					41.	.8			63.4					29.3		
Approach L	os		E)				E					С	
ntersec. de	lay		50.2		T		-	Inte	rse	ction	LOS					D	
HCS2000 TM		· Z		Copyright	© 2000	Universit	ty of Flor	ida, A	411 Ri	ghts Re	serve	l	,				Version 4

7				*****	SH	ORTI	REPC	R	T			****				
eneral Info	rmation						Site In	orı	mati	on						
nalyst gency or Co late Perform ime Period	ed	US	SAI SAI 2/08 K HOU	JR			nterse Area Ty Jurisdio Analysi	ype ctio	n		R/LEU All off ENC AR 2010	ner XINI	area TAS	es C	p=	
Volume and	l Timing In	put														
				EB		_	WE	}		- 	NB			LT	SB TH	RT
			LT	TH	RT	LT	TH	╬	RT 0	LT	TH 3		T	2	4	0
lum. of Lane	98		2	3	1	2	3	_	<i>U</i>	12		-			_	<u>L</u>
ane group			L	T	R	L	TR	4		L	T	F		L	TR	70
/olume (vph			245	651	270	618	605	+	125 2	305	820 2	98		282 2	1502 2	2
% Heavy ve	<u>h</u>		2 0.95	2 0.95	2 0.95	2 0.95	0.95		<u>2</u> 0.95		0.95	0.9			0.95	0.95
PHF Actuated (P/	۸۱		0.95 A	0.95 A	A A	A	A	+	A	A	A	17		A	A	A
Startup lost t			2.0	2.0	2.0	2.0	2.0	1		2.0	2.0	2.		2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0	I	***	2.0	2.0	2.		2.0	2.0	
Arrival type			5	5	5	5	5	[5	5	:		5	5	
Jnit Extension	on		3.0	3.0	3.0	3.0	3.0		****	3.0	3.0	سحاد	.0	3.0	3.0	
Ped/Bike/RT	OR Volume	9	5	0	150	5	0	_	0	5	0		50	5	0	0
ane Width			12.0	12.0	12.0					12.0	12.0	ا	2.0	12.0	12.0	
Parking/Grad	de/Parking	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	N	0	N	N	0	_	N	N	0	1/	<u>V</u>	Ν	0	N
Parking/hr			<u> </u>					_				 				ļ
Bus stops/hi	•		0	0	0	0	0	_		0	0	<u> </u>	0	0	0	
Unit Extensi	on		3.0	3.0	3.0	3.0				3.0	3.0		.0	3.0	3.0	
Phasing	Excl. Left		Only	Thru)4		xcl.		hru & F			07		80
Timing	G = 16.0		15.0	G=		G =	0.0		= 1 $= 5$		6 = 34.6 $6 = 5$	_	Y =	0.0	 	0.0
Duration of	Y = 5	Y =		Y = ())	Υ =	CAN PARTICIPATE DE LA CONTRACTION DEL CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTION DE LA CONTRACTIO	1 I	- 0		ycle Le	nath				
Lane Gro	un Cana	city C	contre	ı Del	av 2	nd I	OS D	ete	erm'							
Laile Gio	up Capar	T	EB		Transfer of the second		WB		1		NB		***************************************	1	SB	·
Adj. flow rat	Δ	258	685	126	16!		769	Т	-	321	863	67	<u>'3</u>	297	1655	;
Lane group		401	986	515			1759	╁		401	1397	86	-	401	1850	,
v/c ratio	cap.	0.64	0.69	0.24			0.44	十		0.80	0.62	0.7		0.74	0.89	
Green ratio		0.12	0.18	0.35			0.34	╁		0.12	0.26	0.5		0.12	0.26	
Unif. delay		54.3	49.6	30.4			33.4	T		55. <i>4</i>	42.3	21		55.0	46.3	7
Delay factor		0.22	0.26	0.11			0.11	╁		0.34	0.20	0.3		0.30	0.42	2
Increm. dela		3.5	2.1	0.2		.9	0.2	╁		11.0	0.8	4.		7.2	6.1	
PF factor	ay uz	0.906					0.659	╁		0.906	0.764	 	118	0.906	0.76	
Control dela	3V	52.7	44.2	19.9	———		22.2	+		61.3	33.1	-	3	57.0	41.5	
Lane group	-	D	D	B		c	С	┪		E	С	-	4	E	D	
Apprch. del		43.4		\dashv	27		<u>.</u>	— †		8.6				43.8		
Approach L			D	,,,,,,	_	C					С				D	
Intersec. de		1 3	35.7		十			nte	ersec	tion LC	S				D	
		<u> </u>		Copyright	L			-						*		Version

Short Repo	ort														Page	2 1 of 1			
					S	НС	RTF	REPO	RT		· · · · · · · · · · · · · · · · · · ·								
General Inf	formation						s	ite Info	ormatio	on.									
Analyst Agency or (Date Perfor Time Period	med	SAI SAI 12/08 NK HC)UR			A Ji	itersec rea Ty urisdict nalysis	pe ion	· · · · · · · · · · · · · · · · · · ·		O./AMAI All oth	er area LSBAL	A DR. as O	3					
Volume ar	nd Timing Inp	ut																	
				EE				WB				NB			SB				
			LT	TH	F	₹T	LT	TH	RT		<u>LT</u>	TH	RT	LT	TH	RT			
Num. of Lai	nes		1	2	()	1	2	0	<u> </u>	0	1	0	0	1	0			
Lane group			L	TR			L	TR		<u> </u>		LTR			LTR				
Volume (vp	·		65	1240			75	1838	20		40	10	68	20	10	200			
% Heavy v	eh		0	2			0	2	2		2	2	2	0	0	0			
PHF)/A\		0.95	0.95			0.95	0.95 A	0.95 A		95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A			
Actuated (F Startup lost			A 2.0	<i>A</i> 2.0	+	1	A 2.0	2.0	+~	╁		2.0	 ^		2.0	一			
Ext. eff. gre		~=t	2.0	2.0	_		2.0	2.0	+	+		2.0	l		2.0				
Arrival type	······································		5	5			5	5		İ		5			5				
Unit Extens			3.0	3.0			3.0	3.0				3.0			3.0				
Ped/Bike/R	TOR Volume		0	0	C)	0	0	0	Ι	0	0	25	0	0	50			
Lane Width			12.0	12.0)		12.0	12.0				12.0			12.0	<u> </u>			
Parking/Gra	ade/Parking		Ν	0	1	V	N	0	N] ,	N	0	N	Ν	0	N			
Parking/hr																			
Bus stops/h	nr		0	0			0	0				0			0				
Unit Extens	ion		3.0	3.0			3.0	3.0		T		3.0			3.0				
Phasing	Excl. Left	Thru	& RT		03	Ī	04		NS Pe	rm	T	06		07		08			
Timing	G = 10.0		60.0	G =			G =			.0	G		G =		G =				
	Y = 5	Υ=		Υ =			Y =	Y = 5			Y = Y =				The second secon				
	Analysis (hrs)			1		************						cle Len	gth C =	= 115.	0				
Lane Gro	oup Capaci	ty, C			elay,	an	d LO		termii	nat	ion			<u></u>					
			<u> </u>	ΞB	,	<u> </u>		WB	T	_		NB		<u> </u>	SB				
Adj. flow ra	te	68	1:	358		7	9 1	1956		L		203			190				
Lane group	сар.	149	19	38		14	19	1945				282			397				
v/c ratio		0.46	0	70		0.8	53	1.01				0.72			0.48				
Green ratio		0.09	9 0	52		0.0	9	0.52				0.26			0.26				
Unif. delay	d1	49.9) 2	0.7		50	.3	27.5				38.7			35.9				
Delay facto	rk	0.1	1 0	27		0.	13	0.50	1	l		0.28			0.11				
	ncrem, delay d2 2.2			. 1		3.	6	21.8		1		8.6		1	0.9				
PF factor	· · · · · · · · · · · · · · · · · · ·	0.93	37 0.	273		0.9	37 (0.273		1		0.765			0.765				
Control del	ay	49.0		5.8		-		29.3	1	1		38.2		<u> </u>	28.4				
Lane group		D		A		L		С		T		D		1	С				
Apprch. de		-	8.8		Ī	1	30.			T		38.2		1	28.4				
<u> </u>	Approach LOS A					T	C			T		D		1	С				
Intersec. delay 22.6						T			ntersec	ion	LOS			1	С				
HC92000TM				ht © 200	1 00 Ur	iversity (All Right							Version 4.1				

Short Report											Page	1 of 1
			SI	IORT F	REPOR	?T						
General Information			<u></u>		ite Info		n					
								OLIV	ENHAI	N		
	USAI USAI 19/12/08 PEAK HO) J	ntersecti vrea Typ urisdicti vnalysis	e on			er area LSBAL	as O	<u>T</u>	
Volume and Timing Input												
		EB			WB		ļ	NB			SB	1
	LT	TH	R'		TH	RT	LT_	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
ane group	L	TR		L	TR		<u> </u>	LTR	<u></u>		LTR	<u> </u>
Volume (vph)	150	1662	11(1203	20	80	10	40	10	15	65
% Heavy veh	0	2	0	0	2	2	2	2	2	0	0	0
PHF	0.95		0.9		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)	<u>A</u>	A	A	A	$\frac{A}{20}$	A	<u>A</u>	2.0	Α	A	2.0	A
Startup lost time	2.0	2.0		2.0	2.0 2.0	 	-	2.0			2.0	<u> </u>
Ext. eff. green	5	5		5	5		 	5	 		5	<u> </u>
Arrival type Jnit Extension	3.0	3.0	_	3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0.0	10.0	10	0	0	0	0	25	0	0	50	
ane Width			Ť	0 12.0		T	 	12.0			12.0	
Parking/Grade/Parking		74.0 74.0										N
Parking/hr		1					1					
3us stops/hr	0	0		0	0			0			0	
Jnit Extension	3.0	3.0		3.0	3.0			3.0			3.0	
Phasing Excl. Left T			03	0.	4	NS Per	m	06	'	07		08
G = 150 G	= 60.0			G =		3 = <i>30.</i>			G =		G =	
	= 5	Υ≃		Υ=	γ	′= 5	Υ		Y =		Y =	
Duration of Analysis (hrs) =								rcle Len	gth C :	= 120.	.0	
Lane Group Capacity	, Cont	rol De	lay,	and LC	OS Det	ermin	ation	1		Į		
		EB			WB			NB			SB	
Adj. flow rate	158 1	865		79	1287			111			43	
	214 1	852		214	1862			328			399	
v/c ratio		0.37	0.69			0.34			0.11			
		0.13	0.50		<u> </u>	0.25			0.25			
		0.50 30.0		48.2	22.9			36.9			34.7	
								0.11			0.11	_
	12.7 22.6				0.26 1.1		<u> </u>	0.6	-	+	0.1	
				1.1	0.333	 	<u> </u>	0.778			0.778	-
		0.333		0.905 44.7	0.333 8.8	-	 	29.3			27.1	
							 		-	-	27.1 C	
Lane group LOS	E	C		D	A	<u> </u>	l C					
Apprch. delay	34.				0.8		<u> </u>	29.3			27.1	
Approach LOS	С	······			3		<u> </u>	C		-	C	
Intersec. delay	25	2		<u> </u>	In	tersect	ion LO	S			C	

HCS2000: Unsignalized Intersections Release 4.1f

TWO-WAY STOP CONTROL SUMMARY

Analyst: USAI
Agency/Co.: USAI
Date Performed: 09/12/08
Analysis Time Period: AM PEAK HOUR

Intersection: LA COSTA AVE./CAL. TIMITEO

Jurisdiction: CARLSBAD

Units: U. S. Customary
Analysis Year: YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE
East/West Street: LA COSTA AVENUE
North/South Street: CALLE TIMITEO
Intersection Orientation: EW

Study period (hrs): 0.25

Major Street:	Approach	E	astbound			Me	estbound	
	Movement	1	2	3	1.	4	5	6
		L	T	R	١	L	${ m T}$	R
Volume			333	28		8	275	
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95	
Hourly Flow Ra			350	29		8	289	
Percent Heavy			***	****		0		
Median Type/St RT Channelized	corage	Undi	vided			/		
Lanes	^ •		2 0)		1	2	
Configuration			T TF	<u> </u>			L T	
Upstream Signa	al?		No				Ио	
Minor Street:	Approach	N	orthbound	i		S	outhboun	.d
MITHOT POTEMET.	2200100011							12

Minor Street:	Approach	Nor	thbour	ıd		S	outhbour	nd	
	Movement	7	8	9		10	11	12	
		L	T	R	-	L	T	R	
Volume		102	0	24				***************************************	
Peak Hour Fact	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra		107	0	25					
Percent Heavy		0	0	0					
Percent Grade			0				0		
Flared Approac		/Storage		ИО	/	<i>'</i>			/
Lanes Configuration		Õ	1 LTR	0					

Approach	EB	WB		-	h, and L Northbo				S	outhbou	nd
Movement	1	4	1	7	8	9)	- 1	10	11	12
Lane Config		L	Ì		LTR			***********			
v (vph)		8			132						
C(m) (vph)		119	1		526						
V/C		0.0	1		0.2	5					
95% queue length		0.0	2		0.9	9					
Control Delay		8.0			14.	1.					
LOS		Α			В						
Approach Delay					14.	1					
Approach LOS					\ B						

HCS2000: Unsignalized Intersections Release 4.1f

TWO-WAY STOP CONTROL SUMMARY_

Analyst: USAI
Agency/Co.: USAI
Date Performed: 09/12/08
Analysis Time Period: PM PEAK HOUR

Intersection: LA COSTA AVE./CAL. TIMITEO

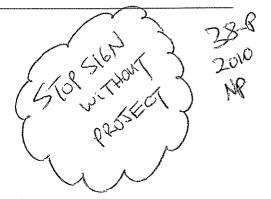
Jurisdiction: CARLSBAD

Units: U. S. Customary

Analysis Year: YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE
East/West Street: LA COSTA AVENUE
North/South Street: CALLE TIMITEO

Intersection Orientation: EW



Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Eas	tbound			Wes	tbound		
Nº	Movement	1	2	3		4	5	6	
		L	${f T}$	R	1	L	\mathbf{T}	R	
Volume			197	130		9	203		
Peak-Hour Fact			0.95	0.95		0.95	0.95		
Hourly Flow Ra	te, HFR		207	136		9	213		
Percent Heavy	Vehicles					0			
Median Type/St	orage	Undivi	.ded			/			
RT Channelized	?								
Lanes			2 0			1	2		
Configuration			T TR			L	${f T}$		
Upstream Signa	1?		No				No		
1 2									
Minor Street:	Approach	Nor	thbound			Sou	thbound	i	
	Movement	7	8	9		10	11	12	
		L	${f T}$	R	1	L	${f T}$	R	
				m					
Volume		70	0	7					
Peak Hour Fact		0.95	0.95	0.95					
Hourly Flow Ra		73	0	7					
Percent Heavy		0	0	0					
Percent Grade			0				0		
Flared Approac	h: Exists?/S	Storage		No	/	,			/
Lanes		0	1 0						
Configuration			LTR						
			***************************************			·····			

Approach	_Delay, 	Queue WB	Le	ngt	h, and Le Northbou		Ser		outhbour	nd	······
Movement Lane Config	1	4 L	-	7	8 LTR	9		10	11	12	
v (vph) C(m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS		9 1222 0.03 0.03 8.0 A	1		80 596 0.13 0.46 12.0 B	5) 					

HCS2000: Unsignalized Intersections Release 4.1f

TWO-WAY STOP CONTROL SUMMARY__

Analyst:

USAI

Agency/Co.:

USAI 09/15/08

Date Performed:

Analysis Time Period: AM PEAK HOUR

Intersection:

LA COSTA AVE./CAM. DE LOS COCH

Jurisdiction:

CARLSBAD

Units: U. S. Customary

Analysis Year: YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE East/West Street: LA COSTA AVENUE

North/South Street: CAMINO DE LOS COCHES

Intersection Orientation: EW

Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adjus	tme				
Major Street:	Approach	Eas	tbound			Wes	tbound		
	Movement	1	2	3	1	4	5	6	
		L	${f T}$	R		L	T	R	
Volume			72	285		52	113		
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra			75	300		54	118		
Percent Heavy						0	-	·	
Median Type/St		Undivi	.ded			/			
RT Channelized				No					
Lanes			1 1			1.	1.		
Configuration			T R			L	${f T}$		
Upstream Signa	11?		No				No		
op- 02-04									
Minor Street:	Approach	Nor	thbound			Sou	thbound	i	
	Movement	7	8	9		10	11	12	
		L	${f T}$	R	1	${f L}$	T	R	
Volume		170	0	18					
Peak Hour Fact	cor, PHF	0.95	0.95	0.95					
Hourly Flow Ra	ate, HFR	178	0	18					
Percent Heavy	Vehicles	0	0	0					
Percent Grade			0				0	,	
Flared Approac	ch: Exists?/	Storage		No	/	/		/	
Lanes		Ō	1 ()					
Configuration			LTR						

Approach	_Delay, EB	Queue WB	Le		, and Leve Northbound		Ser	vice	outhbour	nd	
Movement Lane Config	1	4 L		7	8 LTR	9	† [10	11	12	
v (vph) C(m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS		54 119 0.0 0.1 8.2 A	5 4		196 685 0.29 1.18 12.3 B						

39-A 2010 NR

TWO-WAY STOP CONTROL SUMMARY 39-8 2010 NB USAI Analyst: USAI Agency/Co.: 09/15/08 Date Performed: Analysis Time Period: PM PEAK HOUR LA COSTA AVE./CAM. DE LOS COCH Intersection: Jurisdiction: CARLSBAD Units: U. S. Customary YEAR 2010 NO PROJECT Analysis Year: Project ID: LA COSTA TOWN SQUARE East/West Street: LA COSTA AVENUE CAMINO DE LOS COCHES North/South Street: Study period (hrs): 0.25 Intersection Orientation: EW Vehicle Volumes and Adjustments Westbound Eastbound Major Street: Approach 5 6 2 3 4 Movement 1 Т R TR L L 21 24 118 86 Volume 0.95 0.95 0.95 0.95 Peak-Hour Factor, PHF 25 22 124 90 Hourly Flow Rate, HFR 0 Percent Heavy Vehicles Median Type/Storage Undivided No RT Channelized? 1 1 1 1 Lanes L \mathbf{T} R Configuration No No Upstream Signal? Southbound Northbound Minor Street: Approach 12 10 11 7 8 9 Movement \mathbf{T} R L \mathbf{T} R L 191 0 26 Volume 0.95 0.95 0.95 Peak Hour Factor, PHF 27 201 0 Hourly Flow Rate, HFR 0 Percent Heavy Vehicles 0 0 0 Percent Grade (%) Exists?/Storage No Flared Approach: 1 Lanes LTR Configuration Delay, Queue Length, and Level of Service Southbound WB Northbound EB Approach 12 10 9 11 1 4 8 Movement Ŀ LTR Lane Config 228 25 v (vph) 797 1368 C(m) (vph) 0.29 0.02 v/c 1.18 95% queue length 0.06

11.3

<u>B</u>_

В

11.3

7.7

Α

Control Delay

Approach Delay

Approach LOS

LOS

***						SHO	ORT F	FPC)R	T						
General Info	ormation					UIN		ite Ir		.,	on					
	Jimanon			041								LROSE	DR./S	SAN EL	.IJO	
Analyst Agency or C	n			SAI SAI				nterse				4.11	RD.			
Date Perforr		(12/08				rea T urisd					ther ar MAR(
Time Period		AM F	PEA	K HOL	JR		1	nalys			YE	3AN AR 2010			CT	
Volume an	d Timina	Input			······											
Volume and	u mmng	iiipui			EB		1	W	3		1	NB			SB	
				LT	TH	RT	LT	TH		RT	LT	TH	RT	LT	TH	RT
Num. of Lan	es		**********	1	2	1	1	2		1	1	1	0	1	1	1
Lane group				L	Т	R	L	Т		R	L	TR		L	LT	R
Volume (vph	1)			50	501	85	110	586		276	281	200	140	200	100	90
% Heavy ve				2	2	0	0	2		2	0	0	0	2	0	0
PHF				0.95	0.95	0.95	0.95	0.98	5 (0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/				A	Α	A	A	A	_	<u>A</u>	A	A	A	<u>A</u>	A	A
Startup lost				2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	 	2.0	2.0	2.0
Ext. eff. gree	∍n		····	2.0 5	2.0 5	2.0 5	2.0 5	2.0 5	+	2.0 5	2.0 5	2.0 5	 	2.0 5	2.0 5	2.0 5
Arrival type Unit Extensi	On	······································		3.0	3.0	3.0	3.0	3.0	+	3.0	3.0	3.0	 	3.0	3.0	3.0
Ped/Bike/RT		ne	*****	0.0	0	0	0.0	0	┪	0	0	0	0	0	0	10
Lane Width				12.0	12.0	12.0	12.0	12.0	7	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Gra	de/Parking	9		N	0	N	N	0		Ν	Ν	0	N	N	0	Ν
Parking/hr																
Bus stops/h	r			0	0	0	0	0		0	0	0		0	0	0
Unit Extensi	nit Extension 3.0 3.0				3.0	3.0	3.0	3.0		3.0	3.0	3.0	<u> </u>	3.0	3.0	3.0
Phasing	Excl. Le			& RT	03	}	04			B On		NB Only		07		08
Timing	G = 15.0			45.0	G =		G =			= 20		3 = 30.0			G =	
	Y = 5		=		Y =		Y = Y = 5 Y = Y = Y = Cycle Length C = 130.0									
Duration of					l Dala		Cycle Length C = 130.0 , and LOS Determination									
Lane Gro	up Capa	CILY	, <u>u</u>		n Deia	iy, ai		•	316	111111	latio	NB			SB	
				EB		1	W.						, 	407	Y	Ι
Adj. flow rat		53		527	89	116			291		96	358		137	179	84
Lane group	сар.	193		1292	530	197			519		95	433	 	258	299	235
v/c ratio		0.27		0.41	0.17	0.59).56		.75	0.83	 	0.53	0.60	0.36
Green ratio	·	0,12	_	0.35	0.35	0.12	0.3	5 (),35		.23	0.23	ļ <u>I</u>	0.15	0.15	0.15
Unif. delay o	1 1	52.5		32.4	29.5	54.6	33.	3 3	34.5	5 4	6.5	47.5		50.7	51.3	49.2
Delay factor	·k	0.11		0.11	0.11	0.18	0.1	1 (),16	5 0	.30	0.36		0.13	0.19	0.11
Increm, dela	ay d2	0,8		0.2	0.2	4.6	0.3		1.4		7.8	12.5		2.1	3.3	0.9
PF factor		0.91	3	0.647	0.647	0.91	3 0.64	17 C	.64	7 0	800	0.800		0.879	0.879	0.879
Control dela	ıy	48.7		21.1	19.2	54.4	21.	8 2	23.7	7 4	5.0	50.5		46.6	48.3	44.2
Lane group	LOS	D	T	С	В	D	С	1	С	十	D	D		D	D	D
Apprch. dela			23	.1	<u>. </u>		26.0			T	4	8.0			46.9	*
Approach L			C			C D					D					
		1				Intersection LOS C										
rrceaeanTM	ersec. delay 33.6								© 2000 University of Florida, All Rights Reserved Version							

Short Repo	rt														Page	1 of 1
					SHC	RT R	EPO	RT	_		-	***************************************		·		
General Inf	ormation			····	<u> </u>		ite In			ion						
	Jimacion		041	······································			terse				1EL	ROSE		AN ELI	JO	
Analyst Agency or C Date Perfori Time Period	ned	U	SAI SAI 12/08 \K HOL	IR		A Ji	rea T urisdi nalys	ype ctior	n	Y	ΈA	All of SAN I R 2010	WARC	OS	ЭT	
Volume an	d Timing li	nput		***************************************		******										
				EB		<u> </u>	WE					NB		 _	SB	l st
			LT	TH	RT	LT	TH	+	RT	L'		TH	RT	LT	TH	RT 1
Num. of Lar	es		1	2	1	1	2	_	1	1		1	0	1	1	1
Lane group			L	T	R	L	T		R			TR		L	LT	R
Volume (vp			37	503	157	125	778	4	240	54		100	70	500	200	44 0
% Heavy v	∍h		2	2	0	0	2	-	2	0.9		0 0.95	0 0.95	2 0.95	0 0.95	0.95
PHF	// >		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A) 0	0.95 A	0.9 A		0.95 A	0.90 A	0.95 A	A	A
Actuated (P Startup lost			2.0	2.0	2.0	2.0	2.0	_	2.0	2.0	-	2.0		2.0	2.0	2.0
Ext. eff. gre			2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0	2.0	2.0
Arrival type	GH		5	5	5	5	5	十	5	5		5		5	5	5
Unit Extens	ion		3.0	3.0	3.0	3.0	3.0		3.0	3.	0	3.0		3.0	3.0	3.0
Ped/Bike/R		ie	0	0	0	0	0		0	0		0	15	0	0	0
ane Width			12.0	12.0	12.0	12.0	12.0) 1	12.0	12.	.0	12.0	<u> </u>	12.0	12.0	12.0
Parking/Gra	de/Parking		N	0	Ν	N	0		Ν	٨	1	0	Ν	N	0	N
Parking/Harder arking N 3 N N S N N N N N N N N N N N N N N N																
Bus stops/h	Γ		0	0	0	0	0		0	()	0		0	0	0
Unit Extens			3.0	3.0	3.0	3.0 3.0 3)	3.0	3.	0	3.0		3.0	3.0	3.0
Phasing	Excl. Lef	t Thru	·&RT	03		04		S	ВΟ	nly	N	IB Only		07		80
	G = 16.0		47.0	G =		G =			= 3			= 16.0			G =	
Timing	Y = 5	Y =		Y =		Υ =		<u>Y</u> =	= 5			= 5	Y:		Y =	
Duration of				<u> </u>								cle Len	gtn C	= 130	.0	
Lane Gro	up Capa	city, (Contro	ol Dela	ıy, ar			ete	rmi	inati						
			EB			W	В		_			NB			SB	T
Adj. flow ra	te	39	529	165	132	819) [253		57	┙	163		342	395	46
Lane group	сар.	206	1350	553	210	135	0 :	542		210	١	233		400	462	365
v/c ratio		0.19	0.39	0.30	0.63	0.6	1 ().47	7	0.27		0.70		0.86	0.85	0.13
Green ratio		0.12	0.36	0.36	0.12			2.36		0.12	1	0.12		0.24	0.24	0.24
		 	ļ	}				31.9		51.7		54.7		47.4	47.3	38.9
Unif. delay		51.2	30.9	29.7	54.2								 			
Delay facto	rk	0.11	0.11	0.11	0.21			0.11		0.11	_	0.27		0.39	0.39	0.11
Increm. de	ay d2	0.4	0.2	0.3	5.9	0.8	3	0.6		0.7	\perp	9.0		16.4	14.5	0.2
PF factor		0.906	0.622	0.622	0.90	6 0.62	22 ().62	2	0.906	}	0.906		0.791	0.791	0.791
Control del	ау	46.8	19.4	18.8	55.0	21.	9 :	20.5	5	47.6		58.5		53.9	52.0	30.9
Lane group	LOS	D	В	В	D	С		С		D		Е		D	D	С
Apprch. de	lay	20	0.7			25.2					55	5.7			51.6	
Approach			C			С					E			D		
Intersec. d			3.4				int	erse	ectio	on LC	S				С	
minersec. a	uiay		r		<u> </u>		6174			1				L		Version 4

TWO-WAY STOP CONTROL SUMMARY 2010 NP Analyst: USAI USAI Agency/Co.: 09/15/08 Date Performed: Analysis Time Period: AM PEAK HOUR FALLSVIEW RD./SAN ELIJO RD. Intersection: Jurisdiction: SAN MARCOS Units: U. S. Customary YEAR 2010 NO PROJECT Analysis Year: Project ID: LA COSTA TOWN SQUARE SAN ELIJO RD. East/West Street: FALLSVIEW RD. North/South Street: Study period (hrs): 0.25 Intersection Orientation: EW Vehicle Volumes and Adjustments Westbound Eastbound Major Street: Approach 4 6 1 2 3 5 Movement Т R L Т R Ì L 806 29 Volume 0.95 0.95 Peak-Hour Factor, PHF 848 30 Hourly Flow Rate, HFR Percent Heavy Vehicles / 1 Raised curb Median Type/Storage RT Channelized? 2 0 Lanes \mathbf{T} TR Configuration No No Upstream Signal? Southbound Northbound Minor Street: Approach 12 10 11 7 8 9 Movement T Ţ m R L R 79 Volume 0.95 Peak Hour Factor, PHF 83 Hourly Flow Rate, HFR 0 Percent Heavy Vehicles 0 Percent Grade (%) Flared Approach: Exists?/Storage 1 Lanes Configuration Delay, Queue Length, and Level of Service Southbound EBWB Northbound Approach 12 8 9 1.0 11 1 Movement R ĺ Lane Config 83 v (vph) 622 C(m) (vph) 0.13 v/c 0.46 95% queue length 11.7

В

11.7

В

Control Delay

Approach Delay

Approach LOS

LOS

TWO-WAY STOP CONTROL SUMMARY_

Analyst: USAI
Agency/Co.: USAI
Date Performed: 09/15/08
Analysis Time Period: PM PEAK HOUR

Intersection:

FALLSVIEW RD./SAN ELIJO RD.

Jurisdiction:

SAN MARCOS

Units: U. S. Customary

Analysis Year: YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE
East/West Street: SAN ELIJO RD.
North/South Street: FALLSVIEW RD.

North/South St. Intersection O	reet: FALLS	SVIEW RD		Stı	udy peric	d (hrs)): 0.25	
	Vehic	cle Volum	mes and	Adjust				
Major Street:	Approach	East	tbound		W∈	stbound		
J	Movement	1 L	2 T	3 R	4 L	5 T	6 R	
Volume			1016	56				
Peak-Hour Fact	or, PHF		0.95	0.95				
Hourly Flow Ra	te, HFR		1069	58				
Percent Heavy						***		
Median Type/St RT Channelized		Raised	curb		/ 1			
Lanes			2 0					
Configuration			T TR					
Upstream Signa	1?		No			No		
Minor Street:	Approach	Nor	thbound		Sc	outhbou	nd	
	Movement	7	8	9	1 10	11	12	
		L	Т	R	, L	T	R	
Volume Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade Flared Approac Lanes Configuration	te, HFR Vehicles (%)	Storage	0 1 R	50 0.95 52 0	/	0	,	/
	Delay, Q				l of Ser			
Approach	EB	WB		hbound			thbound	
Movement Lane Config	1.	4	7	8	9 R	10	11	12
v (vph) C(m) (vph) v/c 95% queue leng Control Delay LOS Approach Delay Approach LOS				12.5 B	52 529 0.10 0.33 12.5 B			

2010 NR

TWO-WAY STOP CONTROL SUMMARY_

Analyst: Agency/Co.: USAI USAI

Date Performed:

09/15/08

Analysis Time Period: AM PEAK HOUR

Intersection:

LA COSTA AVE./WEST DRIVEWAY

Jurisdiction:

CARLSBAD

Units: U. S. Customary Analysis Year:

YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE East/West Street:

LA COSTA AVENUE

North/South Street:

WEST DWY. # 1

Intersection Orientation: EW

Study period (hrs): 0.25

Vehi	cle Volu	mes and	Adjust	tme	nts			
Major Street: Approach	Eas	tbound			Wes	tbound		
Movement	1	2	3	1	4	5	6	
	L	${f T}$	R		L	\mathbf{T}	R	
Volume		351	15		40	336		
Peak-Hour Factor, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Rate, HFR		369	15		42	353		
Percent Heavy Vehicles					0			
Median Type/Storage	Undivi	.ded			/			
RT Channelized?			No					
Lanes		2 1			1	2		
Configuration		T R			${f L}$	T		
Upstream Signal?		No				ИО		
opporoun praguar.								
Minor Street: Approach	Nor	thbound	1		Sot	ıthbound	d	
Movement	7	8	9		10	11	12	
	L	T	R	-	L	T	\mathbb{R}	
Volume	10	0	10					
Peak Hour Factor, PHF	0.95	0.95	0.95					
Hourly Flow Rate, HFR	10	0	. 10					
Percent Heavy Vehicles	0	0	0					
Percent Grade (%)		0				0		
Flared Approach: Exists?/	Storage		No	,	/			/
Lanes	ő	1 ()					
Configuration		LTR						

Delay, Queue Length, and Level of Service_ Southbound WB Northbound EΒ Approach 10 11 12 4 8 1 Movement LTR L Lane Config 20 42 v (vph) 1186 544 C(m) (∇ph) 0.04 0.04 v/c 0.11 0.11 95% queue length 11.9 8.1 Control Delay Α LOS 11.9 Approach Delay Approach LOS

TWO-WAY STOP CONTROL SUMMARY

Analyst:

USAI

Agency/Co:

USAI

Date Performed:

09/15/08 Analysis Time Period: PM PEAK HOUR

Intersection:

LA COSTA AVE./WEST DRIVEWAY

Jurisdiction:

v (vph)

v/c

LOS

C(m) (vph)

95% queue length

Control Delay

Approach Delay Approach LOS

CARLSBAD

Units: U. S. Customary

Analysis Year:

YEAR 2010 NO PROJECT

Project ID: LA COSTA TOWN SQUARE

East/West Street: LA COSTA AVENUE

North/South Street: WEST DWY. # 1

Intersection Orientation: EW

Study period (hrs): 0.25

					_	_			
	Vehic	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Eas	tbound			Wes	tbound		
	Movement	1	2	3	1	4	5	6	
	ITO V CINCII C	L	T	R	Ì	T.	\mathbf{T}	R	
		TI	7	7.7	,	,444			
Volume			302	35		25	248		
Peak-Hour Fact	or. PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra			317	36		26	261		
						0			
Percent Heavy		Undivi	ನ್ನ ನ			,			
Median Type/St		OHOTAT		እፕ ቊ		/			
RT Channelized	?			No		7	^		
Lanes			2 1			1_	2		
Configuration			T R			L	${f T}$		
Upstream Signa	1?		No				No		
_									
Minor Street:	Approach	Nor	thbound			Sou	thbound		
	Movement	7	8	9		10	11	12	
		${f L}$	${f T}$	R	1	L	T	R	
Volume		30	0	25					
Peak Hour Fact	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra	te, HFR	31	0	26					
Percent Heavy		0	0	0					
Percent Grade			0				0		
Flared Approac		Storage	*	No	/	/		/	
Lanes	"II. TISTOCO."	0	1 (,			·	
		U	LTR	,					
Configuration			73.7.57						
	Dolass O	ueue Ler	nath nr	od Terro	ר ב	of Sartri	Ce		
				hbound		NT NGT A3	South	nbound	
Approach	EB	WB				1 1		12	
Movement	1	4	7	8	9	ļ "	ĻŪ "	L	
Lane Config		L		LTR		I			

57

615

0.09

0.31

11.5

11.5

В

26 1217

0.02

0.07

8.0

Α

INTERSECTION #43

LA COSTA AVENUE / EASST DRIVEWAY #3 / PASEO TAMARINDO

There is no intersection at this location under existing condition. This intersection will be added with the easterly single-family portion of the project. The intersection will be stop sign controlled, facing southbound traffic.

44 ASP YEAR 200 NP

INTERSECTION #44

RANCHO SANTA FE / PROJECT DRIVEWAY #4

This will be a right-in-only driveway with no conflicting movements, so LOS does not apply.

200

					SHC	JKI		POF	rmatio	n									
ieneral Info	rmation		<u> </u>				1-	ersect			RAN				E/EAS	T			
nalyst		US/ US/											WY						
gency or Co ate Perform		09/15						a Typ				All off							
ime Period		I PEAK		R				isdict alysis	Year	Y	EAF				ROJEC	T			
/olume and	l Timing Inp	ut																	
				EB				WB	T 53	 	- 1	NB TH	R	_	LT I	SB TH	RT		
lum, of Lane			LT 1	TH 3	RT 0	+ - (.T)	TH 3	RT 1	+ -	.T)	0	0		1	0	0		
	35		L	T		+`		T	R	┿					L	LR			
ane group	\		33	1695				1414	18	-					48		101		
olume (vph			0	2				2	$\frac{1}{2}$	╁╴					0		0		
% Heavy ve PHF	11		0.95	0.95		_	_	0.95	0.95	+					0.95		0.95		
ctuated (P/	Δ\		A.	A.30		十		A	A	1					Α		A		
Startup lost t			2.0	2.0			+	2.0	2.0						2.0	2.0			
xt. eff. gree			2.0	2.0				2.0	2.0	I					2.0	2.0	<u> </u>		
Arrival type			5	5				5	5_	Ļ					5	4			
Jnit Extension	on		3.0	3.0			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3.0	3.0			A.C.			3.0	3.0			
	OR Volume				<u> </u>		0	 	0	4	0		0 0 25 12.0 12.0						
ane Width			12.0	12.0				12.0	12.0	_		<u> </u>		,	12.0 12.0 N N N N N N N N N				
Parking/Grad	de/Parking		Ν	0	N		N	0	N	+′	N		N N O N						
Parking/hr										-			<u> </u>			<u></u>	<u> </u>		
3us stops/hi			0	0	<u> </u>	ļ_		0	0	_		<u> </u>	<u> </u>		0	0	╂		
Jnit Extensi	on		3.0	3.0		L		3.0	3.0			<u></u>	<u> </u>		3.0	3.0	<u></u>		
Phasing	EB Only	Thru		03			04		SB On			06		~	07	G =	08		
Timing	G = 10.0	G = 5		G = Y =		G = Y =			G = 15. Y = 5	U	G = Y =			G = Y =		Y ==	,		
	Y = 5 Analysis (hrs	Y = 5		Υ =		<u> </u>			- 0				a		= 90.0				
	up Capac			l Dala	<i>y</i> 2	nd l	<u> </u>	s De	ermin	ati		10 1	9						
Lane GIO	up Capac	lty, O	EE		y, <u>u</u>	1100 6		NB				NB			······································	SB			
Adj. flow rat	е	35	178		十		148		19		T				39	92	T		
Lane group		190	385		\top		296	7	833						285	274			
v/c ratio		0.18	0.4	6	十	Wall-College	0.5	0	0.02						0.14	0.34			
Green ratio		0.11	0.7	2			0.5	6	0.56	Γ					0.17	0.17			
Unif. delay	d1	36.3	5.2	2			12.	3	9.0						32.0	33.1			
Delay factor		0.11	0.1	1			0.1	1	0.11						0.11	0.11			
Increm. dela	ay d2	0.5	0.	1			0.1	1	0.0						0.2	0.7			
PF factor		0.91	7 0.1	80			0.1	67	0.167						0.867	1.000)		
Control dela	зу	33.7	1.)			2.2	2	1.5						27.9	33.8			
Lane group	ane group LOS C A						A		Α						С	C			
	av		1.7		T		2.2									32.1			
Apprch. del	м у	L													7				
Apprch. del Approach L			Α				Α	***************************************								C A			

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K5-

Site Information	1 RT					
Num. of Lanes	1 RT					
Date Performed	1 RT					
Time Period PM PEAK HOUR Sursaiction Analysis Year YEAR 2010 NO PROJECT	1 RT					
Volume and Timing Input EB WB NB SI	1 RT					
LT TH RT TH RT TH TH	1 RT					
LT TH RT RT LT TH<	1 RT					
Num. of Lanes						
Volume (vph) 96 1251 1547 46 12 % Heavy veh 0 2 2 2 0 PHF 0.95 0.95 0.95 0.95 0.95 Actuated (P/A) A A A A A						
Volume (vph) 96 1251 1547 46 12 % Heavy veh 0 2 2 2 0 PHF 0.95 0.95 0.95 0.95 0.95 Actuated (P/A) A A A A A	}					
% Heavy veh 0 2 2 2 0 0 PHF 0.95 0.95 0.95 0.95 0.95 Actuated (P/A) A A A A A A	27					
PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	0					
Actuated (P/A) A A A A A	0.95					
	A					
Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 2.0						
Ext. eff. green 2.0 2.0 2.0 2.0 2.0 2.0 2.0						
Arrival type 5 5 5 5 5 4						
Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 3.0						
- COMPINO/ICI OTC FORMIO						
Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 12.0						
Parking/Grade/Parking N 0 N N 0 N N N 0	N O N					
Parking/hr						
Bus stops/hr 0 0 0 0 0 0	,					
Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 3.0	0					
Phasing EB Only Thru & RT 03 04 SB Only 06 07	08					
Timing) = 					
Duration of Analysis (hrs) = 0.25 Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination						
EB WB NB S	В					
Adj. flow rate 101 1317 1628 48 10 5	,					
Lane group cap. 190 3857 2967 833 285 28	39					
v/c ratio 0.53 0.34 0.55 0.06 0.04 0.0	72					
Green ratio 0.11 0.72 0.56 0.56 0.56 0.17 0.17	17					
Unif. delay d1 37.8 4.6 12.8 9.2 31.4 31	.3					
Delay factor k 0.13 0.11 0.15 0.11 0.10 0.11 0.	11					
more management and the second	.0					
	000					
	.4					
Apprch. delay 3.5 2.3 28.						
Approach LOS A A C						
Intersec. delay 3.0 Intersection LOS A						

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No-A

	·			····	SHC	RTR	EPOF	₹T							
Seneral Info	rmation					Si	te Info	rmati	on						
Analyst Agency or Co			SAI SAI			1	tersect		F	RHO	AC	ERVO		LE	
Date Perform	ned	09/	15/08 NK HOU	UR.		Ju	rea Tyr urisdicti nalysis	on	У	/EAI	CAF	her are RLSBA NO P		СТ	
Volume and	l Timing Inp	ut													
v Citation with				EB		T T	WB				NB			SB	
			LT	TH	RT	LT	TH	RT	L	Т	TH	RT	LT	TH	RT
lum. of Lane	95		0	1	0	0	1	0	1	1	1	0	1	1	1
ane group				LTR			LTR		L		TR		L	T	R
/olume (vph)		160	200	40	170	260	50	4		462	290	40	789	255
% Heavy ve			2	2	2	2	2	2			2	2	2	2	2
가F			0.95	0.95	0.95	0.95	0.95	0.95			0.95	0.95	0.95	0.95	0.95
Actuated (P/			A	A	A	A	A	A	1/	and the last of th	A 2.0	<u> </u>	$\frac{A}{20}$	A	A 20
Startup lost t			ļ	2.0	ļ	 	2.0	-	2.	***	2.0 2.0	ļ	2.0	2.0	2.0
Ext. eff. gree	n			2.0 5			2.0 5	┼	14		5	 	$\frac{2.0}{5}$	5	5
Arrival type			ļ	<u> </u>		 	3.0	+		.0	3.0	╂──	3.0	3.0	3.0
Jnit Extension			0	3.0 0	0	10	0	0	+	and the second second	0	85	10	10	10
-ane Width -ane width	OR Volume		<u> </u>	12.0	 ' -	+ -	12.0	Ť		2.0	12.0	1	12.0	12.0	12.0
	Grade/Parking N O N N O N N O N N O N														
arking/Grad	ach aining		╁┈╴	├ ॅ	╁┈	 ``	Ĭ	╁┈				<u>† </u>			
Bus stops/hr	•		<u> </u>	10	╁	-	0	1-	_	0	0	1	.0	0	0
Unit Extensi	AND DESCRIPTION OF THE PARTY.		 	3.0	 	 	3.0	1	13	0.0	3.0	1	3.0	3.0	3.0
Phasing	EW Perm	I	1 02	1 0	3	04		Excl.			ru & R	+1	07	1	08
rnasing	G = 48.0	G =	<u> </u>	G =	×	G =		3 = 8			= 50.0			G=	
Timing	Y = 4	Ÿ =		Y =		Y =		7 = 5		Y	= 5	Υ:	=	Υ =	
Duration of /	Analysis (hrs)=0.	25		***************************************					Су	cle Ler	gth C	= 120	0.0	
	up Capaci			ol Del	ay, aı	nd LO	S Det	ermi	nati	ion					
	·····		EE	3		WE	3			١	IB .			SB	
Adj. flow rat	0		421			506		4	17	70	02		42	831	268
Lane group	cap.		454			498		1	12	7	79		112	817	1288
v/c ratio			0.93			1.02		0.	42	0.	90		0.38	1.02	0.21
Green ratio		1	0.40			0.40		0.	07	0.	42		0.07	0.42	0.86
Unif. delay o	<u>1</u> 1		34.3			36.0		5	3.8	32	2.7		53.6	35.0	1.5
Delay factor	·k	1	0.44			0.50		0.	.11	O.	42		0.11	0.50	0.11
Increm. dela	ay d2	Ì	25.3			44.4		2	2.5	1:	3.6		2.1	35.8	0.1
PF factor		6		0.55	6	0.	952	0.	524		0.952	0.524	0.353		
Control dela	ay		44.4			64.4	!	5	3.7	3(0.8		53.2	54.2	0.6
Lane group	LOS		D			E			D		C		D	D	A
Apprch. del	ау		44.4	A.,		64.4			,	32.2				41.6	
Approach L	os		D			E				С				D	الداد ودوبيوس
Intersec. de	lay		43.6				Inte	rsecti	on LO	os				D	
				Convelable	A 2000 I	Y., !	- 6 T/1 1 d	All Die	Ltn Day						Version 4

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MI

			\		SHC	RTR												
Seneral Info	rmation					Si	te Info	rmatio										
Analyst Agency or Co			SAI SAI				tersect		RH		4CI	ERVO		LE				
Date Perform	ned	09/1	5/08 K HOU	JR		Jι	rea Typ Irisdicti nalysis	on	YE	C	AR	er are LSBAI NO Pi		OT				
Volume and	l Timing Inp	ut																
· Oranico di				EB		T	WB			N				SB				
			LT	TH	RT	LT	TH	RT	LT	Th	1	RT	LT	TH	RT			
Num. of Lane	es		0	1	0	0	1	0	1	1		0	1	1	1			
ane group				LTR			LTR		L	TF			L	T	R			
/olume (vph)	***************************************	50	20	20	140	65	65	40	70	7	90	60	445	405			
% Heavy ve		,	2	2	2	2	2	2	2	2		2	2	2	2			
PHF			0.95	0.95	0.95	0.95	0.95	0.95	0.9		5_	0.95	0.95	0.95	0.95			
Actuated (P/	A)		Α	Α	Α	A	A	Α	A	A		A	A	LA_	I A			
Startup lost t				2.0		<u> </u>	2.0		2.0		********		2.0	2.0	2.0			
Ext. eff. gree	n			2.0	<u> </u>	<u> </u>	2.0	 	2.0				2.0	2.0	2.0 5			
Arrival type		*****		5	<u> </u>	ļ	5	ļ	5	5			5	5				
Unit Extension				3.0			3.0		3.0			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3.0	3.0	3.0			
Ped/Bike/RT	OR Volume		0_	0	0	0	0	0	0	0		85	0 12.0	12.0	12.0			
Lane Width			<u> </u>	12.0		 	12.0 0	N	12.		<u> </u>	N	12.0 N	12.0	12.0 N			
Parking/Grade/Parking N 0 N N									N	0			//	+ -	 / `			
Parking/hr			<u> </u>	<u> </u>	ļ			 	一			<u> </u>	 	10	0			
Bus stops/hr				0			0	.	0				0					
Unit Extensi	on		<u> </u>	3.0			3.0	<u> </u>	3.0			<u>L,</u>	3.0	3.0	3.0			
Phasing	EW Perm		02	0	3	04		Excl. L		Thru 8			07		08			
Timing	G = 45.0	<u>G =</u>		G =		G =		3 = 10 $7 = 5$		G = 5 $Y = 5$	1.0	G = Y =		G = Y =				
_	Y = 4	Y =	25	Y =		Υ =	L	(- 2			en		= 120		. Philadelphia (1141-411)			
Duration of A	Analysis (hrs) = 0.	20			-410	e Dat	~~~:				9610						
Lane Gro	up Capaci	ty, C			ay, a			emm. T	lauc					SB				
			EE	<u> </u>		W	3			NB			60		406			
Adj. flow rat	е		95			283		42		749			63	468	426			
Lane group	сар.		478			505		14		833	_		140	833	638			
v/c ratio			0.20			0.56		0.3	0	0.90	\bot	(0.45	0.56	0.67			
Green ratio			0.38			0.38		0.0	8	0.43			0.08	0.43	0.43			
Unif. delay o	1 1		25.3			29.7		51	.7	32.1			52.4	26.1	27.7			
Delay factor	·k	1	0.11			0.16		0.1	1	0.42			0.11	0.16	0.24			
Increm. dela			0.2			1.4		1.	2	12.7	Ī		2.3	0.9	2.7			
PF factor	-	1	0.60	0		0.60	o	0.9	0.939 0.507 0.939 0.507 0.507									
Control dela	3V	1	15.4		_	19.2		49	.8	29.0	7		51.5 14.1 16.7					
Lane group		+	В			В	\neg)	С	1		D	В	В			
Apprch. del		-	15.4			19.2	L		**********	0.1			, , , , , , , , , , , , , , , , , , , 	17.7				
Approach L		+-	В		_	В				С	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			В				
Intersec. de		+	22.4		_		Inte	rsectio						С				
mersec. de	пау			~	<u> </u>	Injuercity									Version			

HCS2000TM

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1-A2010

					SHO	ORTE						····	***************************************			
General Info	ormation						Site Ir	for	mat	ion		***************************************				
Analyst			SAI			- 1	Interse				RH	MAR	COS		N	
Agency or C			SAI				Area T Jurisdi					All oth SAN N				
Date Perforr Time Period		1971 M PEA	0/08 K.HOL	IR		į.						YEAR 2				
illie Fellou	<i>r</i> 1	IIVI I L.A				ľ	Analys	sis \	Year	-			DJEC		***************************************	
Volume an	d Timing In	put														
				EB		<u> </u>	W					NB			SB	F-1-
			LT	TH	RT	LT	Th	┸	RT		LT	TH	RT	LT	TH	RT 1
Num. of Lan	es		2	2	1	2	2		0	_	2	2	0	1 .	2	<u> </u>
Lane group	· <u></u>		L	T	R	L	TF				L	T		L	T	R
Volume (vpl			264	654	60	353	134	2	69	_	125	861		78	270	463
% Heavy ve	eh		2	2	2	2	2		2		2	2		2	2	2 0.95
PHF	(0)		0.95	0.95	0.95	0.95 A	0.9 A	2	0.98 A	2 (0.95 A	0.95 A	A	0.95 A	0.95 A	0.95 A
Actuated (P. Startup lost	CANADA SANCE AND A		A 2.0	A 2.0	A 2.0	2.0	$\frac{A}{2.0}$,	<u> </u>		2.0	2.0	<u> </u>	2.0	2.0	2.0
Ext. eff. gree		CANADA CANADA CANA	2.0	2.0	2.0	2.0	2.0	CONTRACT OF THE	elitorie e Lanci	OR MANAGEMENT &	2.0	2.0		2.0	2.0	2.0
Arrival type	~		5	5	5	5	5				5	5		5	5	5
Unit Extensi	on	ACE THE SHARE SHARE CHARLES AND COMMENTATION	3.0	3.0	3.0	3.0	3.0	9			3.0	3.0		3.0	3.0	3.0
Ped/Bike/R1	FOR Volume	9	0	TOTAL COMMISSION OF THE PERSON	0	0	0	unostores.	0		0	-	VELENO CON	0	0	200
Lane Width	ender om en som proteinte en de en de en de en de en de en de en de en de en de en de en de en de en de en de		12.0	12.0	12.0	12.0					12.0	12.0		12.0	12.0	12.0
Parking/Gra	de/Parking		N	0	N	N	()	Ν		Ν	0	Ν	Ν	0	N
Parking/hr		***************************************	<u></u>									<u></u>				<u></u>
Bus stops/h		DOCUMENT WAS CONTRACTED AND	0	0	0	0	0	***************************************			0	0		0	0	0
Unit Extensi	on		3.0	3.0	3.0	3.0	3.				3.0	3.0	<u>L</u>	3.0	3.0	3.0
Phasing	Excl. Left	week was a same of	& RT	03	}	0	4		xcl.	MICHIDANIA PARAMETER		ru & R7		07		80
Timing	G = 16.0 Y = 5	G = Y =		G= Y≃		G = Y =	,		= 1			= 35.0 = 5		= 0.0 = 0	G = Y =	0.0
Duration of							V			********				= 130		, , , , , , , , , , , , , , , , , , ,
	up Capac			l Dela	av. a	nd LC	OS D	ete	rmi	ina						
		, , ,	EB	***************************************	Ť		NB		1			√B	*************	Mechinista Management (Assess	SB	
Adj. flow rat	e	278	688	63	37	2 1	486	T	-	132	9	06	******************	82	284	277
Lane group		401	1407	738	42	2 1	397	T		250	10	005		129	1005	404
v/c ratio		0.69	0.49	0.09	0.8	8 1	.06	T	<u> </u>	0.53	0.	.90		0.64	0.28	0.69
Green ratio	Çeriya de de de de de de de de de de de de de 	0.12	0.38	0.49	0.1).38			0.08		.27	******	0.08	0.27	0.27
Unif. delay	d1	54.6	30.9	17.5	56.		0.5	T		57.7		5.8		58.2	37.6	42.6
Delay facto		0.26	0.11	0.11	0.4),50	T		0.13		.42	WEF-11 11 TAVE	0.22	0.11	0.25
Increm. del		5.1	0.3	0.1	19.		13.0	╁	十	2.1		1.1		9.9	0.2	4.8
PF factor		0.906	0.597	0.354			.597	T	1	0.94		754		0.944	0.754	0.754
Control dek	ay	6.2	69		57.2	T	1	56.6		5.7	.,	64.9	28.5	36.9		
Lane group		A	E		E	T	1	Ε		D		E	С	D		
Apprch. del	**************************************	D 2	B 7.7		1	67.	7	<u></u>	_		47.	1			36.8	all and an own person to the Par
Approach L			С	calcorrant and a finition		E			寸		D	**************************************			D	MONECALOR MOCKOWYMA
Intersec. de		4	9.6		1		In	ters	secti	on l	_os		****		D	
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Phone: 858-560-4911

E-Mail:

Fax:

1-A 2010 WP

Analyst:

Agency/Co.:
Date Performed:
Analysis Time Period:
AM PEAK HOUR
RHO. STA. FE. RD./SAN MARCOS B

Jurisdiction: Analysis Year:

Project ID: LA COSTA E/W St: SAN MARCOS DR.

OPERATIONAL ANALYSIS

USAI USAI

All other areas SAN MARCOS

YEAR 2010 WITH PROJECT

N/S St: RANCHO SANTA FE RD.

OPERATING PARAMETERS

VOLUME DATA

	l Eas	stbou	nd	Wes	stbou	nd	Noi	thbou	ınd	Sou	ıthboı	ınd
	L	T	R	L	\mathbf{T}	R	L	${f T}$	R	L	${f T}$	R
	1						1	0.61			270	463
Volume	264	654	60	353	1342	69	125	861		178		
% Heavy Veh	2	2	2	12	2	2	2	2		12	2	2
PHF	10.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		10.95		
PK 15 Vol	169	172	16	93	353	18	33	227		21	71	122
Hi Ln Vol					•					***		
% Grade	ĺ	0		}	0		ļ	0		1	0	
Ideal Sat	11800	2000	1800	1800	2000		1800	2000		1800	2000	1800
ParkExist	i			Ì								
NumPark	i			İ						1		
No. Lanes	1 2	2	1	T 2	2	0	1 2	2	0	1	2	1
LGConfig	L	T	R	L	TR		L	\mathtt{T}		L	${f T}$	R
Lane Width	•	12.0		12.0	12.0		112.0	12.0		112.0	12.0	12.0
RTOR Vol	1	1. 2 • 0	0			0				j		200
Adj Flow	278	688	63	1372	1486		132	906		182	284	277
	•	000	V.J	10/2	1100		1	2.2.5				
%InSharedLn	l j	0.0	٥٥	1	0.0	nn	}	0.00	0.0	; 	0.0	00
Prop LTs	^			1 0	.049	00	1 0	.000	<i>y</i> •	1 0	.000	
Prop RTs	•		1.000	•		^	1 0	.000		1 0		0
Peds Bikes	•			1 0		0	, ,	0		10	0	0
Buses	0	0	0	0	0		10	0		10	U	U
%InProtPhas	se			1			1			1		
Duration	0.25		Area	Type:	All	other	areas					

	Ea L	stbou T	nd R	We	stboui T	nd R	No L	rthbou T	ınd R	So	uthbo T	und R	
										_!			
Init Unmet	10.0	0.0	0.0	10.0	0.0		10.0	0.0		10.0	0.0	0.0	ļ
Arriv. Type	e 5	5	5	5	5		5	5		5	5	5	l
Unit Ext.	13.0	3.0	3.0	13.0	3.0		13.0	3.0		13.0	3.0	3.0	ļ
I Factor	i	1.00		i	1.00	0	[1.000)	1	1.00	0	1
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	
Ext of q	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	}
Ped Min a	1	3.2		i	3.2		İ	3.2		1	3.2		

1-P2010 WP

					SHO	RTF	REPO	RT								
General Info	rmation						Site In	om	natio			A			**************************************	
Analyst Agency or Co Date Perform Time Period	ned			IR		<i>y</i>	nterse Area Ty Jurisdio Analys	ype ction	ו	R	AI SA YEA	NAR Lothe NN M AR 2	COS er are IARC 010 l	eas OS WITH	N	and the second s
							araryo					PRO	JEC	1		
Volume and	i iiming in	put	****	EB		<u> </u>	WE	}		1	N	В		T	SB	
			LT	TH	RT	TLT	TH	-	RT	LT	T		RT	LT	TH	RT
Num. of Land	es		2	2	1	2	2	T	0	2	2	2	0	1	2	1
Lane group			L	T	R	L	TR	T		L	7	-		L	T	R
Volume (vph)		301	1339	183	854	649		131	135	42			145	1019	328
% Heavy ve			2	2	2	2	2	I	2	2	2			2	2	2
PHF			0.95	0.95	0.95	0.95	The second second second		0.95	0.95				0.95	0.95	0.95
Actuated (P/			Α	<u>A</u>	A	A	A	_	A	A	1		Α	I A	A	A
Startup lost t	THE PERSON NAMED IN COLUMN 2 I		2.0	2.0	2.0	2.0	2.0	and the same	EXCESS ENGINEERS	2.0	2.	to himma and a	AND DESCRIPTION OF	2.0	2.0	2.0
Ext. eff. gree	n		2.0	2.0	2.0	2.0	2.0	-		2.0	2.			2.0 5	2.0 5	2.0 5
Arrival type			5	5	5	5	5	+	·····	5			****		3.0	3.0
Unit Extension	THE RESERVE WHEN PERSON AND THE PERS	(4)	3.0	3.0	3.0	3.0	3.0			3.0	_ 3	.0	*********	3.0	0	200
Ped/Bike/RT	OR Volume)	0	0	0	0 12.0	12.0		0	0			- THE RESIDENCE	100	AND DESCRIPTION OF THE PERSON NAMED IN	12.0
	ane Width 12.0 12.0 12 Parking/Grade/Parking N 0 N									12.0		.0	1.4	12.0	12.0	12.0 N
Name and Address of the Owner, where the Owner, which is th	de/Parking		N	0	N	N	_ 0	-	N	N	- 0		N	<u> </u>	1 -	/V
Parking/hr	······································	W000 W00 W000 W000 W000 W000	<u></u>		<u> </u>		<u> </u>			<u> </u>				10	10	0
Bus stops/hi	Libertonia and the second of t	****	0	0	0	0	0			0			**************************************		-	3.0
Unit Extensi			3.0	3.0	3.0	3.0	3.0			3.0		.0	7	3.0	3.0	<u> </u>
Phasing	Excl. Left		Only	Thru	200000000	0.	4	and the local division in which the	cl. L		Thru {	AND DESCRIPTIONS OF THE PERSON NAMED IN COLUMN 1		07 = 0.0	- G =	08
Timing	G = 5.0 Y = 5	G = Y =		G = 4 Y = 5		G = Y =			= 10. = 5		3 = 3 7 = 5			= 0.0 = 0	Y =	0.0
Duration of				<u> </u>		1				C	ycle	_eng	th C	= 140	0.0	
Lane Gro				ol Dela	ay, a	nd LC	OS De	ete	mir	atio	n					
			EB		E		ΛB			NAMES OF TAXABLE STREET, SAMES OF TAXABLE STRE	NB	-			SB	
Adj. flow rat	е	317	1409	193	89	9 8	321		1,	42	449			153	1073	135
Lane group		116	1067	589	85	7 1	820	T	23	33	933			120	933	375
v/c ratio		2.73	1.32	0.33	1.0	5 0	0.45		O.	61	0.48			1.27	1.15	0.36
Green ratio		0.04	0.29	0.39	0.2	25 0).50	┪	0.	07	0.25			0.07	0.25	0.25
Unif. delay	d1	67.5	50.0	29.6	52	.5 2	2.6		63	3.1	44.8			65.0	52.5	43.3
Delay factor	rk	0.50	0.50	0.11	0.3	50 C).11		0.	20	0.11			0.50	0.50	0.11
Increm. dela		803.5	150.9	0.3	44	.4	0.2	Ī	4	.6	0.4			173.4	80.0	0.6
PF factor		0.975	0.733	0.56	9 0.7	78 0	,333		0.	949	0.77	8		0.949	0.778	0.778
Control dela	зу	17.2	85	2	7.7	Π	6	4.5	35.2			235.1	120.8	34.2		
Control delay 869.3 187.5 17.2 85.2 7.7 64.5 35.2 Lane group LOS F F B F A E D												F	F	C		
Apprch. del	ау	28	33.0	erendanion (445.44)	-	48.	2			4	2.2				125.1	
Approach L	.OS		F			D					D				F	
Intersec. de	elay	14	16.9			ROME TO SERVICE AND SERVICE AN	ln	ters	ectio	n LO	}				F	
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Phone: 858-560-4911

E-Mail:

Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: USAI USAI

Date Performed:

09/10/08

Analysis Time Period: 09/10/08

PM PEAK HOUR

Intersection:

RHO. STA. FE. RD./SAN MARCOS B

Area Type:

All other areas

Jurisdiction:
Analysis Year:

SAN MARCOS

YEAR 2010 WITH PROJECT

Project ID: LA COSTA E/W St: SAN MARCOS DR.

N/S St: RANCHO SANTA FE RD.

VOLUME DATA

	Eas	stbour	nd	Wes	stbou	nd	Noi	cthbou	ind	Sou	ıthboı	and
	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R	L	Т	R
							1	407		13.45	1010	100
Volume	301	1339	183	854	649	131	135	427		145	1019	328
% Heavy Veh		2	2	12	2	2	12	2		12	2	2
PHF	10.95		0.95	10.95		0.95	10.95			0.95	0.95	0.95
PK 15 Vol	79	352	48	225	171	34	36	112		38	268	86
Hi Ln Vol	1											
% Grade	1	0			0			0		ļ	0	
Ideal Sat	1800	2000	1800	1800	2000		1800	2000		1800	2000	1800
ParkExist	1			1			1			1		
NumPark	İ			1			-]		1
No. Lanes	2	2	<u>1</u>	2	2	0	1 2	2	0	1 1	2	1
LGConfig	L	\mathbf{T}	R	L	TR		L	T		L	\mathbf{T}	R
Lane Width	•	12.0	12.0	112.0	12.0		112.0	12.0		112.0	12.0	12.0
RTOR Vol			0	İ		0	İ					200
	317	1409	193	899	821		1142	449		1153	1073	135
%InSharedLn	-			i			i			Ì		1
Prop LTs	i I	0.0	0.0	,	0.0	0.0	1	0.00	0	i	0.0	00 i
Prop RTs	i n		1.000	i	.168		i o	.000		i o	.000	
Peds Bikes	•		0	1 0		0	i	• • • •		1 0		0
Buses	10	0	n	io	0	Ü	io	0		10	0	0
%InProtPhas	, -	U	0.0	1	Ü		1	•		1	•	
				Troo.	70.7.7	athan	1 22000			3		!
Duration	0.25		Area	rybe:	HIL	other	areas					

OPERATING PARAMETERS

E	astbound	We	stbound	No	rthbound	So	uthbound	1
L	T R	l L	T R	L	T R	L	T R	1
1								
Init Unmet $ \overline{0.0} $	0.0 0.0	10.0	0.0	10.0	0.0	0.0	0.0 0.0	
Arriv. Type 5	5 5	5	5	5	5	5	5 5	
Unit Ext. 3.0	3.0 3.0	3.0	3.0	13.0	3.0	13.0	3.0 3.0	1
I Factor	1.000	ĺ	1.000		1.000	1	1.000	
Lost Time 2.0	2.0 2.0	12.0	2.0	12.0	2.0	12.0	2.0 2.0	1
Ext of q 2.0	2.0 2.0	12.0	2.0	12.0	2.0	12.0	2.0 2.0	
Ped Min a	3.2		3.2		3.2		3.2	-

2- A DOM

					SHC	RTR									
General Info	rmation					Si	te info	rmatic			-				
Analyst		US,				1	tersect		F		AN I	MAR	C	E	
Agency or C		US.					rea Ty					er are			
Date Perforn		09/10		rm.		Ju	ırisdict	ion				ARC 010 V			
Time Period	AN	1 PEAF	(HUU	ır.		Αi	nalysis	Year				JECT			
Volume and	d Timing Inp	ut													
				EB			WB	T ===	<u> </u>	NB	-)	 _	SB	
k1			LT	TH O	RT 0	LT 1	TH O	RT 1		TH 2	-	RT 0	LT 1	TH 2	RT 0
Num. of Lan	es		0	<u> </u>	0		 	R	۱ř	TR	╬	<u> </u>	1	T	
Lane group					ACAL PROPERTY PROPERTY	L			ļ	1751	+	75	125	625	
Volume (vph		- A	ļ			186		141	╂	2	_	75 2	2	2	-
% Heavy ve	<u>h</u>	AND DESCRIPTION OF STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, ST	<u> </u>		**************************************	2		2 0.95	╂	$\frac{2}{0.95}$.95	0.95	0.95	
PHF	/A.\		<u> </u>	-		0.95 A	 	0.95 A	 	0.93 A		.95 A	0.95 A	0.95 A	
Actuated (P/			 	 		2.0		2.0	┼─	$\frac{A}{2.0}$	+	<u>^</u>	2.0	2.0	***************************************
Startup lost Ext. eff. gree					raemeroekssammed	2.0	-	2.0	-	2.0	-	census se dalebra de	2.0	2.0	
Ext. ell. gree Arrival type	781	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	 			4		5	 	4	1		4	4	
Unit Extensi	on	<u> </u>				3.0		3.0	1	3.0	1		3.0	3.0	
Ped/Bike/R7	OR Volume		0			0		0	0	0		0			
Lane Width						10.0		14.0		15.0			10.0	15.0	<u></u>
Parking/Gra	de/Parking		Ν	2 31 rock in 1 4 1 1 1 1	Ν	N	0	N	N	0	_	Ν	N	0	N
Parking/hr						<u> </u>					_ _				<u> </u>
Bus stops/h						0	***	0		0			0	0	
Unit Extensi	on					3.0		3.0		3.0			3.0	3.0	<u></u>
Phasing	WB Only	02	2	03		04		SB On		Thru &	-	ļ	07	G =)8
Timing	G = 18.0 Y = 4	G = Y =		G = Y =		G = Y =		3 = 20 $6 = 5$	R	G = 53 $Y = 5$.0	G =		Y =	***************************************
Duration of	L' = → Analysis (hrs		5		1	7				Cycle Le	eng				
	up Capaci			l Dela	y, ar	nd LO	S Det	ermir	atio	on					
		1	EB		Ť	W			***************************************	NB	······································	************		SB	
Adj. flow rat	е		T	<u> </u>	196		14	8		1922	T	eri-ma en mano	132	658	
Lane group	cap.		Ì	1	268		27	4		2060			298	3051	
v/c ratio					0.73	3	0.5	54		0.93			0.44	0.22	
Green ratio			1		0.17	7	0.	17		0.50			0.19	0.74	
Unif. delay	d1				41.2	2	39	.7		24.3		DAGTATION	37,6	4.1	
Delay factor	rk		T		0.29	,	0.	14		0.45			0.11	0.11	
Increm. dela	ay d2	1			9.8		2.	2		8.5			1.1	0.0	
PF factor			1		1.00	0	0.8	362		0.759			1.000	0.224	
Control dela	ay				51.0)	36	.4		27.0			38.6	1.0	
Lane group	LOS		1		D		I	5		С			D	А	
Apprch. del		1		· · · · · · · · · · · · · · · · · · ·		44.7			(c.5)	27.0	CHANGE TOWN			7.3	
Approach L						D		······Ì	***************************************	С	***************************************			Α	
Intersec. de		<u> </u>	23.9				Inte	ersection	n LC	S			<u> </u>	С	
rzaga en a TM	····			ioht 6	- B	niversity o	f Elorida	All Diabe	a Dece					<i>T</i>	/ersion 4.

	rformed			····	SHC	ORT R	EDOE) T					······································	2
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jeneral info	rmation									RHO. STA	FFD	RIAK	F	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Analyst Agency or Co Date Perforn Time Period	ned	US/ 09/10	41 1/08	'R		A: Ju	tersec rea Ty urisdict nalysis	oe ion	,	SAI All oi SAN YEAR	N MAR ther are MARC 2010 I	C eas OS MITH		
Volume and	Timing Inp	ut	-									AND THE PERSON NAMED AND THE P		
				EB			WB			NB			SB	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
			USAI N/10/08 EAK HOUR O O N O G G G G T O O O O O O O O O O O O		RT	LT	TH	RT			RT	LT	TH	RT
Num. of Land	es		0	0	0	1	0	1	0	2	0	1	2	0
ane group						L		R		TR		L	T	
/olume (vph)			K-CAMPAN AND AND AND AND AND AND AND AND AND A		113		135		892	155	265	1897	
% Heavy ve			-			2		2		2	2	2	2	
PHF						0.95	ļ	0.95	-	0.95	0.95	0.95	0.95	
Actuated (P/	AND DESCRIPTION OF THE PERSON		······································			A	 	A	_	A 2.0	A	A 2.0	A 2.0	
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Arrival type		************		 -	_	3.0	 	3.0	╁	3.0	 	3.0	3.0	
		one into a constitution	~		<u> </u>	0	-	0.0	10		10			
ane Width	OI/ VOIGING	MANAGE POLYCIANON				10.0	1	14.0	—	15.0		10.0	15.0	
	de/Parking		N	 	$ _{N}$	N	0	I N	1 N		N	N	0	Ν
Parking/Grad	uer andig			i —	 ``		۱Ť						 	**************************************
Bus stops/hr	<u>,</u>		<u> </u>		 	10	 	10	-	0	1	0	10	1
Unit Extensi	raioja (pri matamati 2000) a secondo antico de 1000 (c. 10				-	3.0	-	3.0		3.0	1	3.0	3.0	
		Ω′		03	<u> </u>	0.0		SB O	niv I	Thru & F	T	07)8
Phasing	<u> </u>		-	G =	<i>,</i>	G =		3 = 20		G = 53.0			G =	
Timing		THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		Υ =		Y =		(= 5		Y = 5	Ϋ́	2	Y =	#W
Duration of /	Analysis (hrs)	= 0.2	5			A				Cycle Lei	ngth C	= 105.	0	
Lane Gro	up Capaci	ty, Co	ontro	l Dela	ay, a	nd LO	S Def	ermi	natio	on				
		<u> </u>			Ī		/B			NB			SB	
Adj. flow rat		_	T		11!	9	14	12		1102	<u> </u>	279	1997	T
		+	┪		26			74		2027		298	3051	
	cap.		_		0.4		0.			0.54		0.94	0.65	╁
v/c ratio			-		0.4			17		0.50	 	0.19	0.74	
Green ratio	- A				_			.6	TOTAL OF THE STREET	17.7	 -	41.9	6.8	-
Unif. delay o		-			39.						<u> </u>	<u> </u>	0.23	╂
Delay factor		<u> </u>	-		0.1			12		0.14	<u> </u>	0.45		
Increm. dela	ay d2			_	1.2			7	-	0.3		35.6	0.5	
PF factor					1.0			362		0.759	<u> </u>	1.000	0.224	┿
Control dela	ay	<u> </u>			40.	<u>-</u>		5.8		13.8	<u> </u>	77.5	2.0	
Lane group	LOS				D			2	***************************************	В	<u></u>	E	<u> </u>	
Apprch. del	ay					37.8				13.8		ļ	11.3	
Approach L	OS					D				В			В	
Abbioacii r			-											

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General Info	ormation						Si	te Inf	orn	atio		-					
Analyst Agency or C Date Perforn Time Period	ned	U 09/	SAI SAI 10/08 AK HO	UR			Ai Ji	tersed rea Ty Irisdic nalysi	ype ction	l		RH	DEL All of SAN YEAR	ARRO her are MARC 2010 \	eas OS MITH	M	
Volume and	d Timing Inp	ut											PR	OJEC'	<u> </u>		
	<u> </u>		<u> </u>	EB		T	C*************************************	WB		*************			NB			SB	************
			LT	TH	RT	I	T	TH	F	₹T	Ľ	T	TH	RT	LT	TH	RT
Num. of Lan	es		0	1	0		0	1		0	1		2	0	1	2	0
ane group				LTR				LTR			L		TR		L	TR	
Volume (vph)		30	8	61	10	01	2	g	5	19)	1665	42	93	549	15
% Heavy ve	h		2	2	2		2	2		2	2	-	2	2	2	2	2
PHF		*******	0.95	0.95	0.95	magaaa waa	95	0.95		95	0.9	5	0.95	0.95	0.95	0.95	0.95
Actuated (P/	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		<u> </u>	A	I A	1	4	<u>A</u>	4	4	A	••••••••	<u>A</u>	<u> </u>	A	A	<u> </u>
Startup lost l			ļ	2.0	ļ	+	-	2.0	_	tencen per hij pa	2.0		2.0	<u> </u>	2.0	2.0	
Ext. eff. gree	en	·	 	2.0	 	+	***************************************	2.0	+		2.0	-	2.0	<u></u>	2.0	2.0	
Arrival type		**************************************	 	4		+-		4	- -	-	3.0	KONTON	<u>4</u> 3.0	<u> </u>	3.0	<u>4</u> 3.0	
Unit Extension	on OR Volume		0	3.0	10		o	3.0 0	4,	50	3.1	MANUAL PROPERTY.	3.U 0	0	0	0	0
-ed/Bike/R i ∟ane Width	OR volume	*****	-	12.0	10	+	U	12.0	+3) <i>U</i>	10.	CHIS PERSON	15.0	-	10.0	15.0	<u> </u>
-ane widin Parking/Grad	de/Parking	Land Marie Carlo Trade (1)	l _N	0	N	۲.,	V	0		N	70. N	-	0	N	N	0	N
Parking/Grad	deri aming	######################################		Ĭ		Ť	V WEDERING	<u> </u>	-	. A						t-~	
Bus stops/hi		******	ļ	0	1	-	·	0	╁	**************************************	0)	0	 	0	10	
Unit Extensi				3.0			in territoriosi (se	3,0	-	Olicios, Alberta (Tricio	3.	### #####	3.0		3,0	3.0	1
Phasing	EW Perm		<u> </u> 02	0.0	3		04	T	Evo	ıl. Le	<u> </u>		ru & R	<u> </u>	07	<u> </u>	<u>1</u> 08
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Duration of /	Analysis (hrs) = 0.	25									Сус	cle Len	gth C =	= 110.	0	
Lane Gro	up Capaci	ty, C	ontro	ol Del	ay, a	nd	LOS	S De	teri	min	atio	on					
			E	3		***************************************	W	3		Τ	-	, .,	NB			SB	
Adj. flow rate	e	1	104				155	Î		20)	1	797		98	594	T
Lane group		1	262			7	216	1	******	28	5	2	083	***************************************	285	2082	***
v/c ratio	***************************************	1	0.40	,	*****		0.72			0.0	7	To	.86		0.34	0.29	
Green ratio	CONTRACTOR AND A SECURE OF THE		0.18	***************************************	*****		0.18		DOMESTIC SHOW	0.1	8	0	.51		0.18	0.51	†
Unif. delay d	i1	-	39.7	_	-	_	42.3		MAGNITICAM/R	37.	.3	2	3.6	***************************************	39.3	15.5	1
Delay factor		-	0.11		1	寸	0.28			0.1	11	0	.39		0.11	0.11	
Increm. dela	y d2	1	1.0		_	寸	10.9		micosovení let b	0.	1	1	4.0		0.7	0.1	1
PF factor	occided but were committeed that has the Control of Supplementary on some		1.00	o		1	1.00	0		1.0	00	0.	.752		1.000	0.752	1
Control dela	У	1	40.7	7	\top	寸	53.3			37	.4	2	1.8		40.0	11.7	1
Lane group		1	D		T	7	D	1		L)	T	С		D	В	1
Apprch. dela	зу	1	40.7		<u> </u>	5	3.3		·	1	2	22.()			15.7	on brancassa
Approach Lo	OS		D	NAME OF STREET, ON THE OWNER, OR THE OWNER, OR THE OWNER,	ar comment		D	Thermonic Control	11K PJ 300PR	T		С			**************************************	В	**************************************
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eneral Info	mation		on the second second second second second second second second second second second second second second second		gasar manas ir dire ktivi (1907-1900)	S	ite In	forn	natio		UA AT	A PT 5	DD /018	A	and the second second second
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Date Perform Time Period				IR		1	urisdi nalys				YEAR		WITH		
Volume and	Timing Inp	ut													
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			***************************************	TH	RT 0	LT O	TH 1		RT 0	1	2	0	1	2	0
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ane group				LTR			LTR		.05	L	TR	49	<i>I_</i> 189	1720	25
/olume (vph)			ACCOMPANIES AND ASSESSED.	7	13 2	81 2	16 2		05 2	34 2	706	2	2	2	2
% Heavy vel PHF	}		THE PERSON NAMED IN	2 0.95	0.95	0.95	0.95		<u>~</u> .95	0.95	0.95	0.95	MARKET STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	0.95	0.95
Actuated (P//	11			0.95 A	A A	A	A	-	<u>.30</u> A	A	A	A	A	A	A
Startup lost ti				2.0			2.0			2.0	2.0		2.0	2.0	
Ext. eff. gree		AL KARAMATA		2.0			2.0			2.0	2.0	<u> </u>	2.0	2.0	
Arrival type				4	L	<u> </u>	4			4	4	 	4	4	_
Jnit Extensio	n			3.0			3.0	www.laws	encialis in the	3.0	3.0		3,0	3.0	<u></u>
Ped/Bike/RT	OR Volume		0	0	0	0	0	named (man	00	0	0	0	0	0	0
_ane Width				12.0		<u> </u>	12.0	······································		10.0			10.0	15.0	<u> </u>
Parking/Grad	le/Parking	NEWS WITH THE PARTY OF THE PART	N	0	N	N	0		N	N	0	N	N	0	N
Parking/hr		***************************************		<u> </u>						_		<u> </u>			.
Bus stops/hr	ČETRO SE PROPINCIO DE SE DES	ار در باسر زمیدی		0	-		0		SPECIAL PROPERTY.	0	0	.	0	0	
Unit Extension	n			3.0			3.0			3.0	3.0	<u> </u>	3.0	3.0	<u> </u>
Phasing	The second secon	марискорую писовай	02	0	3	04	CONTRACTOR	CONTRACTOR OF STREET	cl. Le	-	Thru & F	AND DESCRIPTION OF THE PARTY OF	07	OWNER TO SHOW HERE THE	08
Timing	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.			G =		G =		G = Y =	: 20.		3 = 56.0 $7 = 5$) = 	G = Y =	paga pada ka
			2 <i>5</i>	<u> Y = </u>		Υ =		<u> </u>		aranteerista (ycle Le		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED		ONE SECULOR OF THE OWNER, ON THE OWNER, ON THE OWNER, ON THE OWNER, ON THE OWNER, ON THE OWNER, ON THE OWNER,
				l Dai	2V 21		S D	atar	min			19.11			
Lane Grou	ih cahari	<u>, , , , , , , , , , , , , , , , , , , </u>	COCCUPATION AND ADDRESS OF THE PARTY OF THE		ay, aı	, p., p., p., p., p., p., p., p., p., p.	/B		3 8 3 8 9 3	io ci o	NB)a feoralism and	1	SB	
**************************************				- -		******			╅	6	795	1	199	1837	- T
Adj. flow rate	}	_				213			3		<u> </u>	-			
Lane group	cap.		220			250			28		2070	_	285	2086	
v/c ratio			0.26			0.8	3	MA TATEMATICAL	0.	13	0.38		0.70	0.88	ļ
Green ratio			0.18	}		0.1	8		0,	18	0.51		0.18	0.51	
Unif. delay d	1	CHARLES AND ADDRESS OF THE PARTY OF THE PART	38.7	7		43.	4		37	7.7	16.5		42.2	24.0	
Delay factor	k	1	0.11	·		0.3	7		0.	11	0.11		0.26	0.41	
Increm. dela			0.6			20.	3		0	.2	0.1		7.3	4.8	
PF factor			1.00	0	*******	1.0	00	***************************************	1.0	200	0.752	1	1.000	0.752	2
Control dela	V	_			_	63.	6		37	7.9	12.5	1	49.5	22,8	
Lane group	_	\top	D		_	T E			1	D C	В	1	D	С	
Apprch. dela		1				63.6		· · · · · · · · · · · · · · · · · · ·	1	1	3.6			25.4	
Approach L			D			E	***************************************	***************************************	1		В	300 NO.		С	-
						ALTERNATION STREET, SECONDARION STREET, SECOND	_	-						С	-

hort Repor	t															Page	1 of 1	
Î																	4-1	4
######################################		Marija ang ang ang ang ang ang ang ang ang an	SCORE SERVICE	UUNGA SASIMA MONG MANAMA	SH	OR	FRE	PC	R.	T.	**********	PROXICO CHIL	**************************************	peratrolment acrea ama popula		Marine Marine Marine Company		2011
Seneral Info	ormation	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			**************************************				*	mati	on		/// // 	······································				WP
AND THE RESIDENCE OF THE PROPERTY OF THE PROPE		umunkarar orrida bilaki	NATION HANGESTON	OC.COMMUNICATION OF THE	dasin er tils i Mer V. 1940/40	OACK DOCUMENTS		erse	THE PARTY NAME OF	OFFICE ROOM HELPING		RHO	. STA. I	E DR	/ISLA	ND	CANAL TAXABLE PARTIES	,
\nalyst		US					ı						_	DR.				
Agency or C Date Perforn		US 09/1						ea T risdi					All oth SAN N					
Time Period		VI PEA.		JR			ı						YEAR 2					
							PAH	aıys	15 1	ear/	u e Kolenta		PRO)JEC1		O DE CONTRACTO DE CONTRACTO DE CONTRACTO DE CONTRACTO DE CONTRACTO DE CONTRACTO DE CONTRACTO DE CONTRACTO DE C		
Volume an	d Timing In	out					******************************								······································			
			- T	E	OLOGICA PROPRIORI	-	1	W	****	RT	١.,	LT	NB TH	RT	LT	SB TH	RT	1
	and the second section of the section of the second section of the section of the second section of the section of th	Chiannel Course Allichae (Allichae)	LT	TI			LT O	T1- 0	1	0		<u>- </u> 1	2	0	6	2	0	
lum. of Lan	es		1	0	1		U	0	_	U			ļ	0	<u> </u>		0	
ane group	TO DESCRIPTION OF THE PROPERTY		L	2800 MINISTRA	R				_	Mark Security (Albert		L	T			TR	1	4
/olume (vpl	CANADA PARA PARA PARA PARA PARA PARA PARA P	ripendental (volume)	30	-	60	anne Canada anna	NACORNO/DANCERCIAE	anik Promotiva		COMO PARA	artigensess	25	1146 2	demonstration	WOOTHING THE WAY	1558 2	40 2	1
% Heavy ve PHF	en		2 0.95	-	0.9							<u>2</u> .95	2 0.95			0.95	0.95	-
Actuated (P	/A)	ecimanian articoccion	0.95 A	l A	A A		(Attrimortica)					<u>.95</u> A	0.93 A			A A	A	1
Startup lost	CANADA CA	AND THE PERSONNELS OF THE PERS	2.0	1	2.0	жиние фесси		 -	7	BENESE MICH.	~~~	2.0	2.0			2.0]
Ext. eff. gree	THE RESERVE THE PROPERTY OF TH		2.0		2.0	CONTRACTOR NOT		23400000		1,441)-1444-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		2.0	2.0			2.0]
Arrival type			5		5							5	5			5		
Jnit Extensi	on		3.0		3.0		MARKAGA MARAN	TO PERSON		nia dan Dalah Kabalah	13	3.0	3.0	OMESTIC MEMORINA	***************************************	3.0		
CHONGS CONTRACTOR OF THE PARTY	FOR Volume	pagyanythylandrak makeyinthaki	0	0	25	THE RESIDENCE OF THE PARTY OF T	0			947V4E47X0027				-	0	0	10	-
ane Width			10.0		10.		ON ASSEMBLE AND EST			******		0.0	15.0			15.0	<u> </u>	
Parking/Gra	de/Parking	and the second second second second second second second second second second second second second second second	N	0	N	NICENCINAMENTO (DESK)	N			N	COLOR COMPANS	N	0	N	N	0	<u></u> N	
Parking/hr		opr anskalekski (VCRCS I) kr		<u> </u>			i transportante de la constante de la constante de la constante de la constante de la constante de la constante	<u></u>		**********		ingeni fotolicis						
3us stops/h	r	and the second second	0		0		necesymptolisas		TO SHOW THE PERSON NAMED IN			0	0			0		
Jnit Extensi	on		3.0		3.	0]] 3	3.0	3.0	<u> </u>		3.0		
hasing	EB Only	0	2		03		04		Λ	IB O	nly	Th	ıru & RT		07		08	_
Timing	G = 8.0	G =	**************************************	<u> G =</u>		G≞	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN			= 19	2.0		= 60.0	_ G=	Name and Parks	_ G =		-
	Y = 4	Y =		Υ =	Tatting Constitution of the Constitution of th	Υ =		downament.	Υ:	= 4			= 5 cle Lenç	Y =		Y =		-
	Analysis (hrs				10.4	al		. D	.4.	W P 7 2	m ~ 6			Jui 0 -	- 100			┪
ane Gro	up Capac	ity, C		***************************************	iay,	41 IU			tc	3 8 8 8 8 9	licie	IOII			1	SB		-
				В			V\	/B					NB	T	ļ	-B		-
Adj. flow rat		32			37						26		1206		 	1682		4
Lane group	cap.	125			12	***************************************			2-404 W		297		3409	<u> </u>		2455		_
v/c ratio		0.26	3	C	.33						0.09		0.35			0.69		
Green ratio	regeszentjamin jes gypnykleystyt Jeneklark EMHERALYK	0.08	3	C	.08		T			Ī	0,19)	0.83			0.60		
Unif. delay	Martin Printer Court of Martin Court (Martin Court	43.2	2	4	3.5	e serves locus	constitution of	ONE OF TAXABLE PARTY.	*******	<u>-</u>	33.4	4	2.0	and the Conference of the Conf	***************************************	13.6	TOWN SALES SECTIONS	***
Delay factor		0.1			.11		-	7= 7=180 00	онекон		0.11		0.11		-	0.25		7
				}			+						0.1	 	+-	0.8	<u> </u>	-
ncrem. dela	ay oz	1.1			1.7	-					0.1		-	_	<u> </u>			4
PF factor		0.94		<u>-</u>	942						0.84		0.294		<u> </u>	0.125		4
Control dela	зу	41.8	3	4	2.7				<u> </u>		28.3		0.7	<u> </u>	ļ	2.5		4
Lane group	LOS	D			D						C		А			A		
Apprch. del	ay		42.3									1.	2			2.5		
Approach L			D	B108739019819859			(3) 7 ***	*********	******	一十	H196302/479	/	1			А		
			2.9		**************************************	-				ersec	_	- Company			-	Α		~~

4-8

Agency or Co. USAI O9/10/08 PM PEAK HOUR O9/10/08 PM PEAK HOUR O9/10/08							SH	ORT	RE	PO	R1						***************************************		
Name	General Info	rmation							Sit	e Inf	ori	nat							
SB		ned	US. 09/10	AI 0/08	JR				Are Jui	ea Ty risdic	pe lio	n		RHC	L All oth SAN N YEAR 2	DR. er are IARC(2010 V	as OS VITH	ND	
Num. of Lanes	Volume and	d Timing Inp	ut																
Num. of Lanes													4.			2-1 have			7==
Amegroup	Al # 1										╁	******		1133					
Volume (vph)		es		ļ	- -						╅						۲		
Weight Section Secti			*****		-						╬	***********				 	-		50
PHF			************		-			-∤			┪								
Actuated (P/A)		; []	·····	2	╁			-			╁			****					.š
Startup lost time		'A)			-			+			+						 		
Ext. eff. green			************		T						j				2.0			2.0	
Unit Extension						***************************************										×			
Ped/Bike/RTOR Volume	Arrival type			*******							_					**************************************			
Description Color											┛		3	.0	3.0	24000000000000000000000000000000000000	<u> </u>		
Parking/Grade/Parking		OR Volume	100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to 100 to			0	***********		2					-		topinapas gapinapi tanga Pandapi kati	0	-	10
Parking/hr	***************************************						-			<u> </u>	1			****			<u></u>		<u> </u>
Bus stops/hr	Parking/Gra	de/Parking		N		0	N		٧		4	N		V	0	N	N	0	N
Unit Extension	Parking/hr							_		<u></u>	4								
Phasing	Bus stops/hi						_			<u> </u>	_			-					
Timing	Unit Extensi	on		3.0			3.0						3						
Timing Y = 4 Y = 9 Y = 9 Y = 4 Y = 5 Y = 100.0 Lane Group Capacity, Control Delay, and LOS Determination Lane Group Capacity, Control Delay, and LOS Determination WB NB SB Adj. flow rate 61 11 32 1643 1156 Lane group cap. 125 112 297 3409 2447 v/c ratio 0.49 0.10 0.11 0.48 0.47 Green ratio 0.08 0.08 0.19 0.83 0.60 Unif. delay d1 44.0 42.7 33.5 2.4 11.2 Delay factor k 0.11 0.11 0.11 0.11 0.11 0.11 Increm. delay d2 3.0 0.4 0.942 0.844 0.294 0.125 Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approach LOS D A	Phasing		Laurence commence	2				£	04		****	****		J.,					08
Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0	Timina	R		************		_		ALTERNATION OF											
Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adj. flow rate 61 11 NB SB Adj. flow rate 61 11 NB SB Adj. flow rate 61 11 NB SB Adj. flow rate 61 11 1156 2447 Capacity Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate SB Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate Adj. flow rate	·	1	ā	Ę.	Υ:	=	-	<u> </u>			Υ =	- 4							
Heady flow rate EB WB NB SB Adj. flow rate 61 11 1 32 1643 1156					<u> </u>	مام		~d		: Da	·	rmi	mat			<u> </u>	700		
Adj. flow rate 61 11 25 112 297 3409 2447 207 2447 207 2447 207 2447 207 2447 207 2447 244	Lane Gro	up Gapaci	Ty, Co			/CIQ	<u>ν, α</u>	IIU L			LOI		HICEL	O: I	,		T	CR	
Lane group cap. 125 112 297 3409 2447 2407 2447 27 297 3409 2447 2447 2447 2447 2447 2447 2447 244	A 3: Flant		+-		:D T	44			T	/D			20				<u> </u>		
v/c ratio 0.49 0.10 0.11 0.48 0.47 Green ratio 0.08 0.08 0.19 0.83 0.60 Unif, delay d1 44.0 42.7 33.5 2.4 11.2 Delay factor k 0.11 0.11 0.11 0.11 0.11 0.11 Increm. delay d2 3.0 0.4 0.2 0.1 0.1 0.1 PF factor 0.942 0.942 0.844 0.294 0.125 0.125 Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approach LOS D A A A				_			-		╀			┪	POPULATION AND AND AND AND AND AND AND AND AND AN		***************************************		. 		
Green ratio 0.08 0.08 0.19 0.83 0.60 Unif. delay d1 44.0 42.7 33.5 2.4 11.2 Delay factor k 0.11 0.11 0.11 0.11 0.11 Increm. delay d2 3.0 0.4 0.2 0.1 0.1 PF factor 0.942 0.942 0.844 0.294 0.125 Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approach LOS D D A A A		cap.						MALECUM LIVENING	┞			\dashv			~~~		╂		-
Unif. delay d1	<u></u>								-				****************	_			-	-	
Delay factor k			_			***************************************		***************************************	├-		WOODS.						<u> </u>	<u> </u>	
Increm. delay d2 3.0 0.4 0.2 0.1 0.1 PF factor 0.942 0.942 0.844 0.294 0.125 Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approach LOS D D A A A									╂	_									
PF factor 0.942 0.942 0.844 0.294 0.125 Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approh. delay 43.9 1.3 1.5 Approach LOS D A A A									├-	_							-		
Control delay 44.5 40.6 28.4 0.8 1.5 Lane group LOS D D C A A Approh. delay 43.9 1.3 1.5 Approach LOS D A A A		ay d2							┞-				***************************************	_			-		
Lane group LOS D D C A A Apprch. delay 43.9 1.3 1.5 Approach LOS D A A									├-	_						 	.		
Approh. delay 43.9 1.3 1.5 Approach LOS D A A	<u></u>	· · · · · · · · · · · · · · · · · · ·					_		-	_	Marine and a					 	 	-	
Approach LOS D A A			$+^{D}$	<u>_</u>		$\mathcal{L}_{\mathcal{D}}$	_						C			<u> </u>	-		
							_				rumun			-		Archaret et abata (Per			
Intersec, delay 2.5 Intersection LOS A							\dashv	**********		······································			_ 4.7			, ,			
HCS2000™ Copyright © 2000 University of Florida, All Rights Reserved Version 4.1	Intersec. de	lay		-				· y r											Name !

Page 1 of 1
5-A 2010

				SHC	RTR										
General Information					S	ite In	orm	atio							
Analyst Agency or Co. Date Performed Time Period	09	USAI USAI 0/10/08 AM PEA	4K		A: Ju	iterse rea T urisdio nalys	ype ction			A)	AIF II oth CAR	RPÖR er are LSBA	eas		
Volume and Timing	Input														
			EB	I	l ngu	WB			LT		В	RT	LT	SB TH	RT
		LT	TH	RT	LT	TH		₹T	2	T 4		1	2	3	1
Num. of Lanes		2	3	1	2	3		1		7				T	R
Lane group		<u> </u>	T	R	L	T 15.10		R	L			R	113	352	814
Volume (vph)		746	925	141	250 2	1540 2		32 2	548 2	15 ⁻		405 2	$\frac{173}{2}$	2	2
% Heavy veh PHF		2 0.95	0.95	0.95	0.95	0.95		2 95	0.98			0.95	0.95	0.95	0.95
Actuated (P/A)		0.90 A	A	A	A	A		A	A	A	,	A	A	Α	Α
Startup lost time		2.0	2.0	2.0	2.0	2.0	2	2.0	2.0	2.	0	2.0	2.0	2.0	2.0
Ext. eff. green		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.		2.0	2.0	2.0	2.0
Arrival type		5	5	5	5	5		5	5	5		5	5	5	5
Unit Extension		3.0	3.0	3.0	3.0	3.0		3.0	3.0		announced (3.0	3.0	3.0	3.0 310
Ped/Bike/RTOR Volu	me	5	0	0	5	0		0	5	10		0 12.0	5 12.0	0 12.0	12.0
Lane Width		12.0	12.0	12.0	12.0	12.0		2.0	12.0 N) 12		12.0 N	12.0 N	0	12.0 N
Parking/Grade/Parkin	ng	N	0	N	N	0		N	N	+ 0		-/\		<u> </u>	1 1 1
Parking/hr			 	 	 	 	-		_	_	2	0	0	0	0
Bus stops/hr		0	0	0	0	0	_	0	0		2			3.0	3.0
Unit Extension		3.0	3.0	3.0	3.0	3.0		3.0	3.0		.0	3.0	3.0 ru & R1		1 3.0 08
Phasing Excl. Le		<u>ru & RT</u> = 39.3	0 G =	3	04 G =			cl. L∈ 7.4		NB (G = 1			= 21.2	G =	00
Timing $G = 33.$ $Y = 5$		- 39.3 - 5	 	0.0	Y =		<u> </u>			Y = 5			= 5	 Y =	
Duration of Analysis			† <u> </u>						(Cycle	Len	gth C	= 140	.0	
Lane Group Cap	acity.	Contr	ol Del	ay, ar	nd LO	S De	ter	min	atio	n		***************************************			
		EB			WB					NB				SB	
Adj. flow rate	785	974	148	263	1621	24	4	577	7	1591	42	26	119	371	531
Lane group cap.	772	1499	752	772	1569	55	1	612	? ;	2040	83	31	172	809	630
v/c ratio	1.02	0.65	0.20	0.34	1.03	0.4	4	0.94	4	0.78	0.	51	0.69	0.46	0.84
Green ratio	0.24	0.28	0.50	0.24	0.28	0.3	37	0.15	9	0.29	0.	56	0.05	0.15	0.42
Unif. delay d1	53.4	44.3	19.1	44.3	50.4	33	.3	56.	1	45.9	15	9.1	65.2	54.2	36.1
Delay factor k	0.50	0.23	0.11	0.11	0.50	0.1	1	0.4	6	0.33	0.	12	0.26	0.11	0.38
Increm. delay d2	36.7	1.0	0.1	0.3	31.7	0.	6	23.	2	2.0	0	.5	11.3	0.4	10.1
PF factor	0.793	Į	0.322	0.793	0.740	0.6	10	0.84	16	0.732	0.	154	0.963	0.881	0.509
Control delay	79.0	33.8	6.3	35.4	69.0	20	.9	70.	7	35.6	3	.5	74.0	48.1	28.5
Lane group LOS	Ε	С	Α	D	E	()	E		D	,	A	E	D	С
Apprch. delay	50	0.3	•		59.3				38	3.1				40.9	
Approach LOS		D			E				ı)				D	
Intersec. delay	4	7.4				Inte	rsec	ction	LOS					D	

Site Information	RT 1 R 815
Analyst Agency or Co. Date Performed Time Period PM PEAK Area Type Jurisdiction Analysis Year All other areas CARLSBAD YEAR 2010 WITH PROJECT	1 R 815
Num. of Lanes LT TH RT TH TH TH TH TH T	1 R 815
LT TH RT LT RT RT LT RT RT<	1 R 815
Num. of Lanes 2 3 1 2 2 2 <	1 R 815
Lane group L T R R L R L	815
Volume (vph) 950 1345 323 398 1129 75 132 508 225 114 1233 % Heavy veh 2<	
Volume (vpii) 300 10 10 320 20 2	
PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	2
Actuated (P/A) A	0.95
Startup lost time 2.0 <td>A</td>	A
Ext. en. green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0 3.0 5 <t< td=""><td>2.0</td></t<>	2.0
Arrival type 3.0 <t< td=""><td>2.0 5</td></t<>	2.0 5
Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	3.0
	345
Ped/Bike/RTOR volume	12.0
Lane Width	N
Parking/Grade/Parking /v 0 /v 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- · · · ·
Parking/hr	0
Bus stops/fil	3.0
Offic Extension 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	08
Phasing Excl. Left EB Only Thin & KT	
Timing $G = 30.0$ $G = 7.0$ $G = 33.0$ $G = G = 12.0$ $G = 33.0$ $G = G = G = 12.0$ $G = 33.0$ $G = G = G = 12.0$ $G = 33.0$ $G = G = G = 12.0$ $G = 33.0$ $G = G = G = 12.0$ $G = 33.0$ $G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = 12.0$ $G = 33.0$ $G = G = G = G = G = G = G = G = G = G $	
Duration of Analysis (hrs) = 0.25	
Lane Group Capacity, Control Delay, and LOS Determination	
EB WB NB SB	
Adj. flow rate 1000 1416 340 419 1188 79 139 535 237 120 1298	495
Lane group cap. 977 1717 482 698 1259 536 279 1259 729 279 1259	857
v/c ratio 1.02 0.82 0.71 0.60 0.94 0.15 0.50 0.42 0.33 0.43 1.03	0.58
Green ratio 0.30 0.32 0.32 0.21 0.24 0.36 0.09 0.24 0.49 0.09 0.24	0.57
Unif. delay d1 49.0 43.9 41.7 49.6 52.6 30.5 61.1 45.4 22.0 60.8 53.5	19.2
Delay factor k 0.50 0.36 0.27 0.19 0.46 0.11 0.11 0.11 0.11 0.50	0.17
Increm. delay d2 34.9 3.4 4.7 1.4 14.0 0.1 1.4 0.2 0.3 1.1 33.7	1.0
PF factor 0.714 0.684 0.684 0.818 0.794 0.630 0.938 0.794 0.370 0.938 0.794	0.117
Control delay 69.9 33.4 33.2 42.0 55.8 19.4 58.7 36.3 8.4 58.0 76.2	20
Lane group LOS E C C D E B E D A E E	3.2
Apprch. delay 46.6 50.7 32.5 56.1	3.2 A
Approach LOS D D C E	
Intersec. delay 48.3 Intersection LOS D	

				SH	ORTI	REI	POF	RT.							
General Information								rmat	ion						
Analyst Agency or Co. Date Performed Time Period	U 09/	SAI SAI 10/08 PEAK				Area Juris	rsect a Typ sdict llysis	oe		1EL	All oti CAF YEAR	AVADO her are RLSBA	O eas D WITH	НО	
Volume and Timing I	nput														
		<u> </u>	EB	RT	 		WB		+	- 	NB TH	RT	LT	SB TH	RT
Num. of Lanes		LT 1	TH 1	0	1		TH 1	RT 0	+ -		3	0	1	3	0
Lane group		i L	TR		$\frac{1}{L}$	_	r TR				TR		L	TR	
Volume (vph)		34	7	6	136		2	90	 3		2340	60	17	721	5
% Heavy veh		2	2	2	2		2	2	2		2 .	2	2	2	2
PHF		0.95	0.95	0.95	0.95	0.	.95	0.95	0.9	95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)		Α	Α	Α	A		Α	Α			Α	Α	Α	A	Α
Startup lost time		2.0	2.0		2.0		2.0	 	2.	-	2.0		2.0	2.0	
Ext. eff. green		2.0 5	2.0 5		2.0 5		2.0 5	╂──	2.		2.0 5		2.0 5	2.0 5	
Arrival type Unit Extension	*************	3.0	3.0		3.0		3.0	┼──	3.		3.0	<u> </u>	3.0	3.0	-
Ped/Bike/RTOR Volum		5	0	0	5		0	0	13.		0	0	5	0	0
Lane Width		12.0	12.0	۱Ť	12.0		2.0	۲Ť	12		12.0	 	12.0	12.0	
Parking/Grade/Parking		N	0	N	N N	1	0	N	ا آ		0	N	N	0	N
Parking/hr			ľ		╁╩	╁	~	╁	- - -	-				<u> </u>	1
Bus stops/hr		0	0		0	1	0	╁	7)	0		0	0	
Unit Extension	**********	3.0	3.0	1	3.0	3	3.0		3.	0	3.0	· MANAGEMAN CONTRACTOR	3.0	3.0	
Phasing Excl. Lef	Thru	&RT	0	3	0	4	I	Excl. I	_eft	Th	ru & R	r J	07		08
Timing $G = 15.0$ $Y = 5$	G = Y =	15.0 5	G = Y =		G = Y =	****		6 = 1 $6 = 5$	3.0		= 67.0 = 5	G = Y =		G = Y =	·
Duration of Analysis (h	rs) = 0.2	25								Су	cle Len	gth C =	= 130.	0	
Lane Group Capa	city, C	ontro	ol Dela	ay, aı	nd LC	S	Det	ermi	nati	on					
		EB				ΝB					NB			SB	
Adj. flow rate	36	13		14.	3	97	T		3	7	2526		18	764	
Lane group cap.	193	209	,	19.	3 1	81			168	7	2742		168	2749	
v/c ratio	0.19	0.00	5	0.7	4 0	.54			0.02		0.92		0.11	0.28	
Green ratio	0.12	0.12	2	0,1	2 0	.12			0.10		0.52		0.10	0.52	
Unif. delay d1	52.0	51.2	2	55.	6 5	4.2			52.7		29.1		53.2	17.8	
Delay factor k	0.11	0.1	1	0.3	0 0	.14			0.11		0.44		0.11	0.11	
Increm. delay d2	0.5	0.1		14.	2 .	3.1			0.0		5.8		0.3	0.1	
PF factor	0.913	3 0.91	3	0.9	13 0	.913	3		0.926	3 (0.291		0.926	0.291	
Control delay	47.9	46.9	9	65.	0 5	2.6			48.9		14.2		49.6	5.2	
Lane group LOS	D	D		E		D			D		В		D .	Α	
Apprch. delay		47.7			60.0)				14	.3			6.3	
Approach LOS		D			Ε					Ε	}			Α	
Intersec. delay		16.0					Inte	rsect	ion L	os				В	

SHORT REPORT Site Information Intersection MELROSE DR. @ RANCH BRAVADO Area Type Jurisdiction Analysis Year YEAR 2010 WITH PROJECT		6-(RT 0
Site Information Site Inform	SB TH 3	RT
Site Information Site Inform	SB TH 3	
Intersection	SB TH 3	
Area Type	TH 3 TR	
Search of the Period PM PEAK PM PEAK PM PEAK PROJECT	TH 3 TR	
Volume and Timing Input EB WB NB NB LT TH RT LT TH RT LT TH RT LT TH RT LT TR L TR TR	TH 3 TR	
NB NB NB NB NB NB NB NB	TH 3 TR	
EB	TH 3 TR	
LT TH RT LT TR L TR L TR <td>TH 3 TR</td> <td></td>	TH 3 TR	
Num. of Lanes	3 TR	
Actuated (P/A) Actuated (P/A)	TR	
/olume (vph) 6 4 4 53 1 46 16 813 126 78 % Heavy veh 2 2 2 2 2 2 2 2 2 2 2 2 PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95		
% Heavy veh 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1004	12
PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	2	2
Actuated (P/A) A A A A A A A A A A A A A A A A A A	0.95	0.95
Startup lost time 2.0	Α	Α
ext. en. green	2.0	
	2.0	<u> </u>
Arrivar type	5 3.0	
THE EXTENSION 0.0 0.0	0	10
ed/bike/NTON volume 3 3 3 40 0	12.0	╁
alle VVIIII	0	N
Faiking/Grade/Faiking /V 0 /V /V 0 /V	l	
Parking/hr Bus stops/hr 0 0 0 0 0 0	0	
ous stops/fil	3.0	1
THE Extension	1	08
Phasing Excl. Left Thru & RT 03 04 Excl. Left Thru & RT 07 G= 15.0 G= 20.0 G= G= G= 13.0 G= 62.0 G=	G=	
Fiming $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$	Y =	
Duration of Analysis (hrs) = 0.25 Cycle Length C = 130.	0	
Lane Group Capacity, Control Delay, and LOS Determination		
EB WB NB	SB	
Adj. flow rate 6 8 56 49 17 989 82	1975	
Lane group cap. 193 278 193 242 168 2494 168	2544	
v/c ratio 0.03 0.03 0.29 0.20 0.10 0.40 0.49	0.78	
Green ratio 0.12 0.15 0.12 0.15 0.10 0.48 0.10	0.48	
Unif. delay d1 51.0 46.7 52.6 48.0 53.2 21.9 55.4	28.2	
Delay factor k 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.	0.33	
ncrem. delay d2	1.6	
PF factor 0.913 0.879 0.913 0.879 0.926 0.392 0.926	0.392	2
Control delay 46.7 41.1 48.9 42.6 49.5 8.7 53.5	12.6	
Lane group LOS D D D D D A D	В	
Apprch. delay 43.5 46.0 9.4	14.3	
Approach LOS D D A	В	
ntersec. delay 13.9 Intersection LOS	В	

					SHO	ORT	R	ΞPO	R'	r								
General Info	rmation	. ,					Sit	e Inf	orı	mati	on							
Analyst Agency or Co Date Perforn Time Period	O.	U: 09/1	SAI SAI 10/08 PEAK				Arı Ju	ersed ea Ty risdic alysi	/pe :tio	e n		F	MELRO POINSE All off CAR YEAR : PRO	77 ner 2LS 20	"IA L are SBAL	.AÑE as D VITH		
Volume and	d Timing In	put					···-								·	.		
				EB		 	- -T	WB		L-711-			NB TH	-	۲T	LT	SB TH	RT
			LT	TH	RT		\dashv	<u>TH</u> 1	╁	RT 0	2		3		0	1	3	1
Num. of Lan	es		2	1	1		_		+	U				_		<u> </u>	T	R
Lane group			L	T	R	L CO	_	TR	+	EΔ	L 17		TR 1815	_	5	L 20	672	171
Volume (vph			535	8 2	27 2	30		<u>26</u> 2	╁	53 2	47		2		<u> </u>	20	2	2
% Heavy ve PHF	en		2 0.95	0.95	0.95	0.95	5	0.95	1	0.95	0.9	5	0.95		95	0.95	0.95	0.95
rnr Actuated (P/	(A)		0.90 A	A	A	$\frac{0.50}{A}$	7	A	十	A	A		A		4	Α	Α	Α
Startup lost			2.0	2.0	2.0	2.0	ومصسمت	2.0	l		2.0	-	2.0			2.0	2.0	2.0
Ext. eff. gree			2.0	2.0	2.0	2.0		2.0	1		2.0)	2.0	<u> </u> _		2.0	2.0	2.0
Arrival type			5	5	5	5	_	5	4		5		5	<u> </u>		5	5	5
Unit Extensi			3.0	3.0	3.0	3.0	anneds.	3.0	_		3.0	2	3.0	<u> </u>		3.0	3.0	3.0 0
Ped/Bike/RT	OR Volume		5	0	0	5	_	0	╬	0	5	^	0 12.0	┞	0	5 12.0	0 12.0	12.0
Lane Width			12.0	12.0	12.0	12.0	_	12.0	╬	6.1	12.		<u> </u>	╀	N	12.0 N	0	12.0 N
Parking/Gra	de/Parking		N	0	Ν	N		0	+	N	N N		0	┝	V	/ (1 -	14
Parking/hr			ļ <u>.</u>		 	4_			+		+			╀			 _	0
Bus stops/hi			0	0	0	0		0	4		0		0	╀-		0 3.0	3.0	3.0
Unit Extensi			3.0	3.0	3.0	3.0		3.0			3.		3.0	L				
Phasing	Excl. Left		& RT	0	3	G =)4			xcl. L = 10	ۇسىسىسىم		iru & R = <i>56.0</i>	****	G =	07	G =	80
Timing	G = 30.0 Y = 5	Y =	14.0	G = Y =		Y =				$=\frac{7}{5}$	<i>.</i>		= 50.0		Y =		Y =	
Duration of				1 -		1'-		L				-	cle Len	atl				
	up Capac			ıl Del	av. a	nd L	OS	S De	te	rmi				215				
Lanc Olo	ap oapac	,,,,,	EB		7, -		W	_		T			NB		T		SB	
Adj. flow rat	е	563	8	28	3.	2	83	3			49	1	927	•	T	21	707	180
Lane group		751	211	1024	38	37	17	9		2	250	2	298			129	2300	1046
v/c ratio		0.75	0.04	0.03	0.0	08	0.4	6		Ç	.20	(0.84		(0.16	0.31	0.17
Green ratio		0.23	0.11	0.69	0.2	23	0.1	1		C	0.08	(0.43	*******	(0.08	0.43	0.70
Unif. delay		46.5	52.0	6.3	39	.2	54.	.5		5	6.2	1	33.0			56.1	24.3	6.7
Delay factor		0.30	0.11	0.11	0.	11	0.1	1		C	0.11	1	0.37		(0.11	0.11	0.11
Increm. dela		4.2	0.1	0.0	0.	1	1.	9		1	0.4	T	2.9			0.6	0.1	0.1
PF factor		0.800	0.920	0.16	3 0.8	300	0.9	20		0	.944	(0.495		C	0.944	0.495	0.167
Control dela	∋y	41.4	47.9	1.0	31	.5	52	,0		5	3.5		19.3			53.6	12.1	1.2
Lane group		D	D	A	(7	Ľ)			D		В			D	В	Α
Apprch. del	ay	3	9.6			46	.3					20	.1				10.9	
Approach L	.os		D			D)					C	,				В	
Intersec. de	elay	2	21.9					Int	ers	section	on LC	S					С	······
p																		

Short Repoi	ŧ														Pag	e 1 of
													-			7-6
					SH	ORT	REP									
General Info	rmation						Site Ir	ıfor	rmati	on						
Analyst		11	SAI				Interse	ectio	on			MELR OINS!				
Agency or C	0,		SAI				Area 1	Гуре	е		,		her ar			
Date Perforn			10/08				Jurisd	ictic	on				RLSBA			
Time Period		PM I	PEAK				Analys	sis `	Year			YEAR PR	2010 OJEC			
Volume and	1 Timina Ir	nput					<u> </u>	**********						***************************************		
	2			EB			WI	В				NB			SB	
			LT	TH	RT	LT	TH	1	RT	LT		TH	RT	LT	TH	RT
Num. of Lan	es		2	1	1	1	1		0	2		3	0	1	3	1
_ane group			L	Т	R	L	TR			L		TR		L	T	R
Volume (vph			434	37	85	27	11		23	74		498	29	138	1260	523
% Heavy ve	h		2	2	2	2	2	_	2	$\frac{2}{100}$	_	2	2	2	2	2
PHF Actuated (P/	Δ١		0.95 A	0.95 A	0.95 A	0.95 A	0.98 A	2	0.95 A	0.98 A	2	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Startup lost t			2.0	2.0	2.0	2.0		1		2.0	\dashv	2.0	 ^ -	2.0	2.0	2.0
Ext. eff. gree			2.0	2.0	2.0	2.0	-			2.0	mercus evil	2.0		2.0	2.0	2.0
Arrival type			5	5	5	5	5			5		5		5	5	5
Jnit Extension			3.0	3.0	3.0	3.0	3.0			3.0)	3.0	ļ	3.0	3.0	3.0
Ped/Bike/RT	OR Volume	е	5	0	0	5	0	_	0	5	_	0	0	5	0	0
ane Width			12.0	12.0	12.0	12.0				12.0	2	12.0	<u> </u>	12.0	12.0	12.0
Parking/Grad	de/Parking		Ν	0	Ν	N	0	_	Ν	N		0	N	N	0	N
Parking/hr			<u> </u>			+-	-	_		+_				ــــــــــــــــــــــــــــــــــــ		
3us stops/hr			0	0	0	0	0	\dashv		0	_	0		0	0	0
Jnit Extension		Tel	3.0	3.0	3.0	3.0				3.0		3.0	<u> </u> - T	3.0	3.0	3.0
Phasing	Excl. Left G = 30.0	G =		03 G =	3	G =)4		$\frac{XCI. L}{= 15}$			ru & R = <i>51.0</i>		07 =	G =	08
Timing	Y = 5	Y =		Y =		Y =			= 5			= 5	Ϋ́:	******	Y =	
Duration of A	\nalysis (hr	(s) = 0.2	25							(Сус	le Len	gth C	= 130	0.0	
Lane Gro	ир Сарас	city, C	ontro	l Dela	ay, a	nd L(OS D	ete	rmi	natic	n					
			EB			. 1	WB				N	1B			SB	
Adj. flow rate	}	457	39	89	28	3	36			78	5	55		145	1326	551
Lane group	cap.	751	211	1024	38	7	179	<u> </u>	3	376	20)77		193	2095	989
v/c ratio		0.61	0.18	0.09	0.0	7 (0.20	T	0	.21	0.	27		0.75	0.63	0.56
Green ratio		0.23	0.11	0.69	0.2		0.11	 		.12	-	39		0.12	0.39	0.66
		44.7	 	6.5	39.		52.9	╁		2.1	╄	6.8		55.7	31.9	11.8
Unif. delay d			52.8					╀			 				 	
Delay factor		0.19	0.11	0.11	0.1		0.11),11	+-	11		0.31	0.21	0.15
Increm. dela	y d2	1.4	0.4	0.0	0.		0.6	_		0.3	+).1		15.2	0.6	0.7
PF factor		0.800	0.920	0.163	0.8	00 0	0.920		0.	.913	О.	570		0.913	0.570	0.148
Control dela	у	37.2	49.0	1.1	31.	4 4	19.2		4	7.9	1	5.3		66.0	18.8	2.4
Lane group	LOS	D	D	Α	С	T	D			D		В		E	В	Α
Apprch. dela	ıy	32	2.5			41.	4			1	9.4				17.7	
Approach L0			C		1	D			\dashv		В	······································		······································	В	
Intersec. del			1.1		\dashv	_		ters	ectio	n LOS					С	
race coe TM	~	L		nancialst C					······································	***************************************		·	1			Varsion 4

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					SH	ORT F										
General Info	rmation				-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ite In	orm	atio	n		MELDO	707 r	17 (A)		
Analyst Agency or Co Date Perforn Time Period	ned	US 09/1	SAI SAI 10/08 M PEA	ĸ		J J	nterse Area Ty urisdio Analys	/pe ction	ar			YEAR :	LLO \ ner ar LSB/	NAŸ eas ND WITH		
Volume and	d Timing Inp	ut								T		MED		1	CD.	
			LT	EB	RT	LT	WB TH	R		Lī		NB TH	RT	LT	SB TH	RT
Num. of Lan	es		1	1	0	1	1 1	1,7		1		3	0	1	3	0
Lane group			L	TR		L	TR	十		L		TR		L	TR	
Volume (vph)		130	15	56	37	50	1.	2	117	7	1733	16	5	704	15
% Heavy ve			2	2	2	2	2	Ź		2		2	2	2	2	2
PHF			0.95	0.95	0.95	0.95	0.95	0.9		0.9	5	0.95	0.95	0.95	0.95	0.95
Actuated (P/			Α	A	Α	A	A		1	A		A	A	$\frac{A}{20}$	<u>A</u>	A
Startup lost t			2.0	2.0	<u> </u>	2.0	2.0	_		2.0		2.0 2.0		2.0	2.0	
Ext. eff. gree	en		2.0	2.0	 	2.0 5	5			5		5		5	5	
Arrival type			5 3.0	5 3.0	 	3.0	3.0	+-		3.0	· }	3.0		3.0	3.0	
Unit Extension Ped/Bike/RT			3.U 5	0	0	5	0	+)	5		0	0	5	0	0
Lane Width	OK volume		12.0	12.0	۱Ť	12.0	12.0		<u></u>	12.	0	12.0	l -	12.0	12.0	
Parking/Gra	de/Parking		N	0	Ν	N	0		٧	N		0	Ν	N	0	N
Parking/hr	, , , , , , , , , , , , , , , , , , ,									-						
Bus stops/hi	r		0	0		0	0			0		0		0	0	
Unit Extensi			3.0	3.0		3.0	3.0			3.	9	3.0		3.0	3.0	
Phasing	Excl. Left	Thru	& RT	0	3	04	4	Exc	I. L	eft	Th	ıru & R	Г	07		80
Timing	G = 17.0		18.0	G=		G = Y =		G = Y =		.0		= 61.0 = 5	G Y		G = Y =	
	Y = 5 Analysis (hrs	Y =		Y =		Υ =		Υ =	0			-		= 130.		
l ane Gro	up Capaci	tv C	Contro	ıl Del	av. a	nd LC	S De	teri	nir							
Lanc Oro	ap oupao.	<u> </u>	EE				ΛB					NB			SB	
Adj. flow rat	e	137	75		3:		66		1	23	T	1841	Π	5	757	
Lane group		219			21	9 2	250		1	180	1	2503		180	2497	
v/c ratio		0.63	0.3	2	0.1	18 0	.26		0	.68		0.74		0.03	0.30	
Green ratio		0.13	0.1	4	0.	13 0	.14		0).11		0.47		0.11	0.47	
Unif. delay	d1	53.5	50.	5	50),3 5	0.1		5	5.9		28.0		51.9	21.3	
Delay factor	rk	0.21	0.1	1	0.	11 0	.11		C	25		0.29		0.11	0.11	
Increm. dela	ay d2	5.5	0.8	3	0.	4	0.6	<u> </u>	1	0.2		1.2		0.1	0.1	
PF factor		0.90	0 0.8	93	0,9	000	.893		0	.920		0.411	<u> </u>	0.920	0.41	1
Control dela	зу	53.7	45.	8	45	5.6 4	5.3	<u> </u>	[6	31.6		12.6	ļ	47.8	8.8	
Lane group	LOS	D	D		L		D	<u> </u>		E		В		D	<u> </u>	
Apprch. del	ay		50.9			45.4	4		\perp			5.7			9.1	
Approach L	.os	<u> </u>	D			D						3			Α	
Intersec. de	elay	<u></u>	17.5				Ir	ters	ectio	on Lo	SC				В	

					SH	ORT	REF	POF	₹T									
General Info	rmation						Site	Info	rmat	ion								
Analyst USAI Agency or Co. USAI Date Performed 09/10/08 Time Period 2010 PM PEAK							Inter Area Juris Anal	a Typ sdicti	pe All other areas									
Volume and	d Timing Inp	ut																
				EB LT TH R				WB				NB			SB			
			LT_			L7			RT		<u>.T</u>	TH	RT	LT 1	TH 3	0		
lum. of Lan	es		1	1	0	1 1	_	1	0	1.		3 0				-		
ane group			L.	TR		_ <u>L</u>		TR			_	TR 100		<u> </u>	TR			
Volume (vph)			145	35	75	38		10 2	9	6	<u>0</u> 2	403 2	360 2	54 2	1199 2	51 2		
% Heavy ve	:h		2 0.95	2 0.95	2 0.95	0.9		<u>∠</u> .95	0.95			0.95	0.95		0.95	0.95		
PHF Actuated (P/	'A)		0.95 A	0.95 A	0.90 A	A		$\frac{30}{A}$	A	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		A	A	A	A	A		
Startup lost		\dashv	2.0	2.0	T	2.0		2.0		2.0		2.0		2.0	2.0			
Ext. eff. green			2.0	2.0		2.0		2.0		2.0		2.0		2.0	2.0	<u> </u>		
Arrival type			5	5		5		5	<u> </u>	5		5		5	5			
Unit Extension			3.0	3.0	<u> </u>	3.0		3.0	_		.0	3.0	<u> </u>	3.0	3.0			
Ped/Bike/RTOR Volume			5	0	0	5		0	0		5 0		0	5	0	0		
Lane Width			12.0	12.0	<u> </u>	12.		2.0	<u> </u>		2.0	12.0	<u> </u>	12.0	12.0	 		
Parking/Grade/Parking		N	0	N	N		0	N	/	V	0	N	N	0	N			
Parking/hr				<u> </u>				<u> </u>				├		╃ऱ				
Bus stops/hr		0	0	<u> </u>	0		0	<u> </u>		0	0	ļ	0	0	_			
Unit Extension			3.0	3.0	<u> </u>	3.0		3.0	<u>L</u>		.0	3.0	<u> </u>	3.0	3.0	<u> </u>		
Phasing	Excl. Left		& RT 03		3		$\begin{array}{c c} 04 & Excl. I \\ G = 14 \end{array}$				nru & R		07 } =	07 08 = G=				
Timing	G = 17.0	G =				G = Y =		Y =				= 61.0	, - '=	<u></u>				
Duration of Analysis (hrs)												cle Len		130.0				
Long Cro	up Capaci	1 - 0,2	ontro	y Dal	2V 2	and I	OS	Det	erm	inat	-			,				
Lane Gro	up Capaci	Ty, C			ay, c	4114 L	WB		C1111	******		NB	·	Т	SB			
A 1' 13 '		450	EB			40		20		63		803	Τ	57	1316			
Adj. flow rate 153		ļ		116									╂	180				
Lane group cap. 219		-		242		19	239			180		2323			2489 0.53			
v/c ratio 0.70		0.70	0.48	0.48		18	0.08			0.35		0.35		0.32				
Green ratio 0.13		0.13	0.1	0.14		13	0.14			0.11		0.47		0.11	0.47			
Unif. delay d1 54.0		54.0	51.	7	5	50.3				53.8		21.9		53,6	24.4			
		0.26	0.1	1	lo	0.11		1		0.11		0.11		0.11	0.11 0.13			
		9.4	1.5).4	0.2			1.2		0.1		1.0	0.2			
		0.900		0.893		0.900		0.893		0.920		0.411		0.920	0.41	1		
		58.1		47.6		45.7				50.6		9.1		50.3				
							43.7 D			D		A. A	╁	D	B			
Lane group LOS E		-			_	ĻL				ļ				1				
Apprch, delay			53,6				45.0			12.1					11.9			
Approach LOS		<u> </u>	D			l)			<u> </u>		В			В			
Intersec. de	elav		17.1					Inte	ersec	tion l	LOS	;			В			

Short Repor	rt														Page	1 of 1		
															c	7-A		
					SH	IOR'	TR	EPOI	RT									
General Info	ormation						s	ite Info	ormat	ion								
							Intersection MELROSE DR.@ ALGA											
Analyst <i>USAI</i> Agency or Co. <i>USAI</i>						Area Type All other a								eas				
Date Perform	10/08						Jurisdiction				RLSBAL)						
			PEAK			Analysis Year						YEAR :						
	d Time in a lan											- FK	OJECT					
Volume an		EB		WB				NB		SB								
			LT	TH	RT	1	_T	TH	RT	L	T	TH	RT	LT	TH	RT		
Num. of Lan	es		1	1	1		1	1	0	2)	3	0	1	3	0		
_ane group			L	TR	R	1	<u></u>	TR	T	L	,	TR		L	TR			
Volume (vph)			520	5	706	1	8	18	30	32	3	1316	3	2	685	110		
% Heavy ve	<u> </u>			2	2		2	2	2	2		2	2	2	2	2		
PHF				0.95	0.95	0.	95	0.95	0.95			0.95	0.95	0.95	0.95	0.95		
Actuated (P/A)			Α	Α	Α			Α	A			Α	Α	Α	A	<u>A</u>		
Startup lost time			2.0	2.0	2.0		.0	2.0	ļ	2.		2.0		2.0	2.0	<u> </u>		
Ext. eff. green			2.0	2.0	2.0		.0	2.0	-	2.		2.0		2.0 5	2.0 5	_		
Arrival type			5	5	5		5	5		1.5		5			3.0			
Unit Extension			3.0	3.0	3.0		.0	3.0	 	3.	-	3.0 0		3.0 5	0	0		
Ped/Bike/RTOR Volume			5	0	0		5	10.0	0	12		12.0	0	12.0	12.0			
Lane Width			12.0 N	12.0 0	12.0 N		2. <i>0</i> V	12.0	I	12		0	N	12.0 N	0	N		
Parking/Grade/Parking			//	<u> </u>	/\/	+	V	0	'\	+^	<i>!</i>	0	/V	/ V	<u> </u>	/ / /		
Parking/hr			0	0	0	-	0	0	╂──	+ (<u> </u>	0		0	0			
Bus stops/h		-									-	3.0			3.0			
Unit Extensi		1	3.0	3.0	3.0	J 3.	. <i>0</i>	3.0		3.		<u> </u>	<u> </u>	3.0	<u></u>			
Phasing	EW Perm	02		03 G =		G =			Excl. I $3 = 5$		_	B Only		u & RT 30.0	G =	08		
Timing	G = 55.0 Y = 5	G = Y =		Y =			Y =		<u> </u>					5 Y=				
Duration of	Analysis (hrs				1 - 11 -			<u> Li — y</u>						130.0				
	up Capac			ı Del:	2V 2	and	10	S Def	ermi									
Lane Gio	up Capac	lty, O	EB		1	XII W		VB	.011111	116441	<u> </u>	NB			SB			
A P P		E 47			, 	19		51		340		1388		2	837			
		547	295 453													+		
		539		705 748		403		14		751		2259	 	64	1205			
v/c ratio 1.01		1.01	0.42	0.61		0.05		.07		0.45		0.61		0.03	0.69			
Green ratio 0.4		0.42	0.42	0.50	0.50 0.4		2 0.42			0.23	0.42			0.04 0.23				
Unif. delay d1 37		37.5	26.3	23.	23.3 22.		2	2.3		42.9		29.2		60.2	45.8			
Delay factor k 0.		0.50	0.11	0.19	0.19 0.1		0	.11		0.11		0.20		0.11	0.26			
Increm. delay d2 42.		42.5	0.4	1.4		0.0	0.0			0.4		0.5		0.2	1.8			
		0.511	0.51	1 0.33	33 0	.511	0.	.511		0.80	0	0.511		0.973	0.800	7		
		61.7	13.8		9.2 11.		1	1.4		34.8		15.4		58.8	38.4			
Lane group LOS E		ļ	В			В		В		С		В		E	D			
Apprch. delay		ļ	32.4		_	11.		!			19.3			38.4				
Approach LOS		C				В						3 .			D			
Intersec. de		-	27.5		\neg			Int	tersec	tion I	.os				С			
					2000	7.7	!	f Florida						<u> </u>		Version 4 1f		

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wp

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OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: USAI USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis The Court Form Carlotter

USAI

09/10/08

AM PEAK

MELROSE DR.@ ALGA RD.

All other areas

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: ALGA ROAD

N/S St: MELROSE DRIVE

VOLUME DATA_____

	l Eas	stbou	nd .	l Wes	stbour	nd	Noı	thbou	ınd	Sou	ıthboı	ınd
	I L	T	R	L	${f T}$	R	L	${f T}$	R	L	\mathbf{r}	R
	1			Ì			l					
Volume	520	5	706	18	18	30	323	1316	3	2	685	110
% Heavy Veh	12	2	2.	12	2	2	2	2	2	12	2	2
PHF	10.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	10.95	0.95	0.95
PK 15 Vol	137	2	186	5	5	8	85	346	1	1	180	29
Hi Ln Vol	Ì						}			1		
% Grade	***	0		1	0			0			0	
Ideal Sat	1800	2000	1800	1800	2000		1800	2000		11800	2000	
ParkExist												
NumPark				1			1		_		_	_
No. Lanes	1	1	1	1	1	0	2	3	0	1 1	3	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Lane Width	12.0	12.0	12.0	112.0	12.0		12.0	12.0	_	112.0	12.0	
RTOR Vol			0			0			0			0
Adj Flow	547	295	453	19	51		340	1388		12	837	
%InSharedLr			39	-				_				
Prop LTs	1.00	0.0	00	11.00	0.0	00		0.0	00	1	0.0	00
Prop RTs	1 0	.982	1.000	0	.627		•	.002		•	.139	_
Peds Bikes	3 5		0	5			5		0	5		0
Buses	10	0	0	10	0		10	0		10	0	
%InProtPhas	se		0.0				i					
Duration	0.25		Area	Type:	All	other	areas					

Ea L 	stbound T R	We L	stbound T R	Northbound L T R	Southbound L T R _
Init Unmet 0.0	0.0 0.0	10.0	0.0	10.0 0.0	10.0 0.0
Arriv. Type 5	5 5	15	5	5 5	5 5
Unit Ext. 3.0	3.0 3.0	13.0	3.0	[3.0 3.0	3.0 3.0
I Factor	1.000	j	1.000	1.000	1.000
Lost Time 2.0	2.0 2.0	12.0	2.0	12.0 2.0	2.0 2.0
Ext of g 2.0	2.0 2.0	i2.0	2.0	12.0 2.0	[2.0 2.0]
Ped Min g	33.2		33.2	33.2	33.2

9-P2010 WP

			<u></u>		SH	IOR'	TR	EPO	RT									•			
General Info	e Performed e Perf							ite Inf													
······································							In	tersec	tion	 }		ME	LROSE		.@	ALGA	i				
Analyst	•		SAI SAI					rea Ty					All of	RD. ner a.	rea	38					
			0/08					ırisdic		l			CAF	LSB.	ΑĽ)					
Time Period	,		PEAK				A	nalysi	s Y6	ear			YEAR.								
													PR	OJE	ار						
Volume and	d Timing In	out		EB				WB		- 	T		NB				SB				
			LT	TH	R1	- -	_T	TH	Ti	RT	1	-	TH	RT	\dashv	LT	TH	RT			
Num. of Lan	es		1	1	1		1	1	_	0	2		3	0	٦	1	3	0			
			L	TR	R		L	TR	╁		L		TR		7	L	TR				
	1)					5 1	5	10	+	5	72	9	614	20	7	42	868	402			
			2	2	2		2	2		2	2		2	2		2	2	2			
			0.95	0.95				0.95			0.9		0.95								
			Α	Α	A			A	4	A	A	_	A	A	_			$+^{A}-$			
									-		2.0		2.0 2.0		\dashv	***********					
	en										2.0 5	************	5		-			╂			
·····									+		3.		3.0	 	-			l			
				<u> </u>				3.0		Λ	5		0.0	0	\dashv		V.V	10			
	IOR Volume				_		-	120	+	<u> </u>	12.		12.0	اٽ	_	***************************************	12.0	 ` 			
	do/Darkina		<u> </u>					-	╫	N	1.2		0	N	-			l _N			
	ue/Faiking		14		,,,		f W	l –	_	, ,	╁										
	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>		0	<u> </u>	0	-	n	0	十		+a)	0			0	0	1			
Lane Width 12.0									3.		3.0			3.0	3.0	1					
		7			1	1	-		Exc	cl. L			ru & R	İΤ		07	1	08			
			/	G =	<u> </u>	G							= 54.0		; =		G =				
Timing		Y =		Υ=		Υ:	=		Υ =	5			= 5								
														gth C	<u> </u>	120.	0				
Lane Gro	ир Сарас	ity, C	ontro	ol Del	ay,	and	LO	S De	ter	mir	nati	on				,					
													NB				SB				
Adj. flow rat	е	211	21	574	1	16		16			767		667			44	1337				
Lane group	cap.	241	360	694	1	239	3	325			787		2392			405	2289				
	-	0.88	0.06	0.8	3	0.07	0	.05			0.97		0.28		·	0.11	0.58				
		0.18	0.18	0.4	7	0.18	0	.18		1	0.24		0.45		******	0.24	0.45				
									十		45.1		20.8			35.4	24.6				
<u> </u>		 							T		0.48		0.11	1		0.11	0.18				
<u> </u>		 							╁		25.8		0.1	1		0.1	0.4				
	~, ~	 							T		0.78		0.455	1		0.788	0.45	5			
	3 ∨	 							T		61.4		9.5	1		28.0	11.6				
<u> </u>		 	С			С		С	T	_	E		A	T		07 08 G = Y = 120.0 SB 44 1337 405 2289 0.11 0.58 0.24 0.45 35.4 24.6 0.11 0.18 0.1 0.4 0.788 0.455 28.0 11.6 C B					
		 							_L			3	7.3								
Volume (vph) 200 20 545 15 10 5 % Heavy veh 2 <td< td=""><td></td><td></td><td>D</td><td></td><td>-</td><td></td><td>В</td><td></td></td<>												D		-		В					
		†				,		Ir	iters	sect	ion L	.08	3				С				
1.70,000. de	y															.k					

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2010 WP

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OPERATIONAL ANALYSIS_____

Analyst: USAI USAI Agency/Co.: Date Performed: 09/10/08
Analysis Time Period: PM PEAK
Intersection: MELROSE DR.@ ALGA RD.

Intersection: MELROSE DR.@ ALGA RD.
Area Type: All other areas
Jurisdiction: CARLSBAD
Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: ALGA ROAD

N/S St: MELROSE DRIVE

VOLUME DATA

	Ea:	stbou	nd	Wes	stbou	nd	l No:	rthbou	und	Sou	ıthboı	and
	ļ L	${f T}$	R	L	T	R	L	T	R	L	\mathbf{T}	R
										ļ <u>.</u>	-5-5-5	400
Volume	200	20	545	15	10	5	729	614	20	142	868	402
% Heavy Veh	2	2	2	12	2	2	12	2	2	12	2	2
PHF	0.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	153	5	143	4	3	2	192	162	5	11	228	106
Hi Ln Vol										and the same of th		
% Grade	1	0			0		1	0		1	0	
Ideal Sat	1800	2000	1800	11800	2000		11800	2000		11800	2000	
ParkExist	İ									1		
NumPark	i			i						i		
No. Lanes	1	1	1	i 1	1	0	j 2	3	0	i 1	3	0
LGConfig	L	TR	R	L	TR		Ĺ	TR		L	TR	
	112.0			12.0				12.0		12.0	12.0	
RTOR Vol	1		0	1		0	1		0	1		0
Adj Flow	211	21	574	116	16	•	1767	667	Ŭ	44	1337	•
%InSharedLn	•	£1-	0 , 1	1 0	🗸		1	007		1 2 7		
	11.00	n n n	0 00	11.00	0 0	n n	∮ 	0.0	\cap	1	0.0	በበ
	•		1.000	•	.313	00	1 0	.031	U U	1 0	.316	00
Prop RTs	·				• 213		•		^	•	. 310	
Peds Bikes	•		0	5	^		5		0	5	^	
Buses] 0	0	0	0	0		10	0		10	0	
%InProtPhas			0.0									
Duration	0.25		Area	Type:	A.1.1.	other	areas					

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	We	stboun	d	No	rthbound	So	uthbound	1
	Ŀ	${f T}$	R	L	${f T}$	R	L	T R	L	T R	
	1			1			1		I		
Init Unmet	10.0	0.0	0.0	10.0	0.0		10.0	0.0	10.0	0.0	
Arriv. Type	e 5	5	5	5	5		5	5	15	5	1
Unit Ext.	13.0	3.0	3.0	13.0	3.0		3.0	3.0	3.0	3.0	1
I Factor	1	1.00	0	1	1.000			1.000	1	1.000	
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0	12.0	2.0	
Ext of q	2.0	2.0	2.0	12.0	2.0		2.0	2.0	12.0	2.0	
Ped Min a	İ	33.2		l	33.2			33.2		33.2	1

0-A 2019

Site Information				SHC	ORTR	EPO	RT							10	
Analyst Agency or Co.	ral Information														
Analyst Agency or Co. Date Performed Am PEAK Area Type					In	tersec	tion	M	EL					10	
Durisdiction Analysis Year Durisdiction Analysis Year CARLSBAD YEAR 2010 WITH PROJECT					1										
Volume and Timing Input EB WB NB SB	by or Co.		ıR												
Volume and Timing Input Fig. F					l			r		YEAR 2	201	ОИ	/ITH		
EB					<u> </u>	патуы) I Ca	i 		PRO	ϽͿͿ	ECT	•		
Num. of Lanes 2 2 2 2 2 2 0 2 3 0 2 3 0 2 3 2 Lane group L T R L T R L TR L TR L TR L TR L TR L	me and Timing In	put				1.15							I		
Num. of Lanes				Бт	117		I p	, ,	T		F	T	ΙT		RT
Lane group L T R L TR L TR L TR L TR L TR L TR L	-floors														2
Volume (vph) 667 302 441 68 467 105 920 982 25 200 602 25							╁				┝╌			 	R
Working (Vpri) % Heavy veh 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2							10				2	5			255
PHF O.95					_1						<u> </u>				2
Actuated (P/A)	savy ven										0.	95	0.95	0.95	0.95
Startup lost time 2.0 3.0 <td>ited (P/A)</td> <td></td> <td></td> <td></td> <td>Α</td> <td>Α</td> <td>A</td> <td>Α</td> <td>1</td> <td>Α</td> <td>/</td> <td>4</td> <td></td> <td>Α</td> <td>Α</td>	ited (P/A)				Α	Α	A	Α	1	Α	/	4		Α	Α
Arrival type		2.0	0 2.0	2.0	2.0	2.0			-				Name and Park Street, or other Park Street, or other Park Street, or other Park Street, or other Park Street,		2.0
Arrival type 3.0 <t< td=""><td></td><td>2.0</td><td>0 2.0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><u> </u></td><td></td><td></td><td></td><td>2.0</td></t<>		2.0	0 2.0								<u> </u>				2.0
Office Extension 5.0 5.0 6.0 7.0	al type	5	5	<u> </u>						<u></u>	<u> </u>		<u>. [</u>		5
Ped/Bike/RT OR Volume 3 0 0 0 0 0 12.			0 3.0	3.0					****		<u> </u>				3.0
Lane Width 12.6	3ike/RTOR Volume	5		<u> </u>			10		-		<u> </u>	0	-		0
Parking/Grade/ Farking Parking/for add Farking Parking/for add Farking Parking/for add Farking Parking/for add Farking Parking/for add Farking Description 3.0 0	Width	12.0	.0 12.0	12.0	12.0	12.0				- 	<u> </u>				12.0
Bus stops/hr 0	ng/Grade/Parking	Ν	1 0	N	N	0	^	/ <u> </u>	J	0	Ľ	<u>V</u>	N N	0	N
Bus stops/rill Unit Extension 3.0	ng/hr			<u> </u>						ļ	 				
Offit Extension Phasing Excl. Left Thru & RT 03 04 Excl. Left NB Only Thru & RT 08 Timing G = 32.0 G = 25.0 G = G = G = 12.0 G = 24.0 G = 22.0 G =	stops/hr			4						<u> </u>	╂		<u> </u>		0
Phasing Exc. Left 7 in a KY	Extension			1							<u> </u>				3.0
Timing U 02.0 C 20.0 C				3	<u> </u>				<u> </u>						08
Timing $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$ $Y = 5$	3 <i>~</i>		0 G = Y =		G = Y =									- 	
Duration of Analysis (hrs) = 0.25 Cycle Length C = 140.0	Y = 5		1		<u> </u>		1 - ,	<u> </u>	R		ath				
Lane Group Capacity, Control Delay, and LOS Determination			trol Deli	av a	nd I O	S De	tern	ninati			<u> </u>				
EB WB NB SB	e Group Capar			<u> </u>								T		SB	
	flow rate			72				968				1	211	634	268
Adj. Now rate								ļ					279	839	1102
Lake group cap.								 							0.24
VO 1000								0.29	1	0.36		1	0.09	0.16	0.42
								49.5	1	35.3			62.6	<i>5</i> 6. <i>4</i>	26.1
				0.1	1 0.	.45		0.50		0.15			0.31	0.31	0.11
inicient, detay dz 20.4 0.0 0.2 0.1 2011	m. delay d2	20.4 0.5	.5 0.2	0.	1 2	0.7		32.8		0.3					0.1
PF factor 0.802 0.855 0.314 0.802 0.855 0.724 0.618 0.938 0.876 0.5	actor	0.802 0.85	855 0.31	4 0.8	02 0.	855		0.724		0.618			0.938	0.876	0.514
Control delay 03.7 44.7 0.0 0 1.2 00.2 00.1	rol delay	63.1 44.7	4.7 6.6	34.	.2 6	9.2		68.7		22.2			······································	53.4	13.5
Latte group 200 L D // 0 L T T T T T T T T T T T T T T T T T T	group LOS	E D	D A	С		E		E	\perp	С	L	_			В
Apprch. delay 41.5 65.4 44.4 46.9	ch. delay	41.5				!	·····	<u> </u>	44	.4		_			
Approach LOS D E D D	roach LOS	D			E		***************************************	<u></u>)		_			
Intersec. delay 46.8 Intersection LOS D	sec. delay	46.8				Int	ersec	tion LO	<u>DS</u>						Version 4

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OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Vortage

USAI

09/11/08

AM PEAK

MELROSE DR.@RANCHO SANTA FE DR

All other areas

CARLSBAD

Area Type: All other areas
Jurisdiction: CARLSBAD
Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: MELROSE DR.

N/S St: RANCHO SANTA FE DR.

VOLUME DATA_____

			•	1 === -		1	l 137 = 11		- n d	l ca	ıthboı	and.
	l Eas	stbour	nd	Wes	stbou		•	thbou		•		
	L	\mathbf{T}	R	L	${f T}$	R	L	${f T}$	R	L	T	R
	1									1		
Volume	i <u>667</u>	302	441	68	467	105	1920	982	25	200	602	255
% Heavy Veh	12	2	2	12	2	2	12	2	2	12	2	2
	0.95	0.95	0.95	0.95	0.95	0.95	10.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	1176	79	116	118	123	28	242	258	7	53	158	67
Hi Ln Vol				i			1			ļ		
% Grade	1	0		İ	0		1	0			0	
Ideal Sat	11800	2000	1800	1800	2000		1800	2000		1800	2000	1800
ParkExist	1			1			İ					
NumPark	1			i			i			1		
No. Lanes	1 2	2	2	2	2	0	2	3	0	j 2	3	2
LGConfig	L	T	R	L	TR		ĹL	TR		L	\mathbf{T}	R
Lane Width	112.0	12.0	12.0	112.0	12.0		112.0	12.0		112.0	12.0	12.0
RTOR Vol	1 2 2 3 0	J. Z. + V	0	1	<i></i>	0	1		0			0
	702	318	464	72	603	w	968	1060	*	1211	634	268
Adj Flow	•	210	404	1/2	000		1	1.000				
%InSharedLn	·]	0.0	00	} 	0.0	100	‡ 	0.0	വ	1	0.0	0.0
Prop LTs	1			1		700	1 0	.025	00	i	.000	
Prop RTs	•		1.000	•	.184	•			Λ	1 5		0
Peds Bikes	5			5	_	0	5		0	•		•
Buses	0	0	0	10	0		10	0		10	0	0
%InProtPhas	е					0.0				1		0.0
Duration	0.25		Area	Type:	All	other	areas					

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	We	stbou	nd	l No	rthbou	ınd	So	uthbo		1
	L	${f T}$	R	L	${f T}$	R	L	T	R	L	T	R	. !
												,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Init Unmet	[0.0	0.0	0.0	0.0	0.0		10.0	0.0		10.0	0.0	0.0	1
Arriv. Type	el5	5	5	5	5		15	5		5	5	5	
Unit Ext.	13.0	3.0	3.0	13.0	3.0		3.0	3.0		3.0	3.0	3.0	1
I Factor	i	1.00	0	j	1.00	0	1	1.000)		1.00	0	
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	1
Ext of q	2.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	1
Ped Min g		33.3	i	į	33.3		İ	33.3			33.3		

Page 1 of 1 10-P 2010 WP

					SHO	ORT	REF	POF	٦T									1
General Info	rmation						Site	Info	rma	tion								
Analyst Agency or Co Date Perforn Time Period		US 09/1	SAI SAI 1/08 PEAK				nters Area Juris Analy	Typ dicti	e ion	r	ME		ROSE L SANT, All oth CAR, EAR 2 PRC	4 FI er a LSE 2010	E D area BAD V W	PR as) /ITH	IO	
Volume and	d Timing In	put						١.					115				00	
			LT	EB TH	RT	LT		NB NB	R	┰┪	LT	_	NB TH	R'	Γ	LT	SB TH	RT
Num, of Lan	es		2	2	2	2		2	0		2	1	3	0		2	3	2
Lane group			L	Т	R	L	7	R			L.		TR			L,	Т	R
Volume (vph)		320	375	733	28		90	13:		379		966	24	[150	890	694
% Heavy ve	h		2	2	2	2		2	2		2	_	2	2		2	2	2
PHF			0.95	0.95	0.95	0.95		95	0.9		0.95		0.95 A	0,9 A	5	0.95 A	0.95 A	0.95 A
Actuated (P/			A 2.0	A 2.0	A 2.0	A 2.0		<u>A</u> 2.0	A	\dashv	<u>A</u> 2.0	\dashv	2.0			2.0	2.0	2.0
Startup lost t Ext. eff. gree			2.0	2.0	2.0	2.0		.0	+		2.0		2.0		M.C. C.	2.0	2.0	2.0
Arrival type	<u>-11</u>		5	5	5	5		5	1		5		5			5	5	5
Unit Extensi	on		3.0	3.0	3.0	3.0	3	3.0			3.0		3.0			3.0	3.0	3.0
Ped/Bike/RT	OR Volume)	5		0	5		0	0		5		0	0		5	0	0
Lane Width			12.0	12.0	12.0	12.0	12	2.0	<u> </u>		12.0		12.0			12.0	12.0	12.0
Parking/Gra	de/Parking		Ν	0	Ν	N		0	Λ	1	Ν		0	Ν		N	0	Ν
Parking/hr									ļ									
Bus stops/hi			0	0	0	0		0			0		0	<u> </u>	-	0	0	0
Unit Extensi	on		3.0	3.0	3.0	3,0	3	3,0	<u> </u>		3.0		3.0			3.0	3.0	3.0
Phasing Phasing	Excl. Left		& RT	0:	3	1	4		Excl				B Only			u & RT		80
Timing	G = 34.0	<u> G =</u>		G=		G = Y =			G = / = :				= 22.0 = 5		= <u>ز</u> = Y	<u>25.0</u>	G = Y =	
Duration of	Y = 5	Y = Y		Y =		Υ =			, ;	<u>U</u>			le Len					
Lane Gro				l Dal	2V 2	nd I (25.1	Def	erm	nina				9				
Lane Gro	up Capac	, rty, C	EB	I DCI	T		WB		.0111	<u> </u>	~		۱B		Т		SB	
Adj. flow rat	Δ	337	395	772	29		447	T		39	9	·	042		†	158	937	731
Lane group		791	613	1252		—	581	_	-	88		╂	976		1	256	953	1197
v/c ratio		0.43	0.64	0.62	0.0)4 (0.77	十		0.4	5	0.	.53		C	0.62	0.98	0.61
Green ratio		0.24	0.16	0.47	0.2	24 (0.16	1		0.2	7	0.	.37	***************************************	C	0.08	0.18	0.46
Unif. delay	1 1	44.8	54.7	27.6	40.	.5	56.0			42.	3	3	4.4		Е	32.5	57.3	28.6
Delay factor	· k	0.11	0.22	0.20	0.1	11 (0.32			0.1	1	0	.13		(0.20	0.49	0.20
Increm. dela	ay d2	0.4	2.3	0.9	0.	0	6.2			0.4	4	(0.3			4.5	25.0	0.9
PF factor		0.786	0.869	0.40	5 0.7	86 (0.869)		0.7	52	0.	606		C).943	0.855	0.439
Control dela	ay	35.6	49.8	12.1	31	.9	54.9			32.	.2	2	1.1		é	53. <i>4</i>	74.0	13.5
Lane group	LOS	D	D	В	C		D			С	;	L	С		_	Е	E	В
Apprch. del	ay	2	7.3			53,	5					4.	2		\downarrow		48.8	
Approach L	os		C			D						С			_		D	
Intersec. de	lay	3	6.3	,				Inte	rsec	tion	LOS	3					D	Version 4.1

Urban Systems

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OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: USAI USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

CARLSBAD

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: MELROSE DR.

N/S St: RANCHO SANTA FE DR.

VOLUME DATA_____

	l Eas	stbou	nd	Wes	stbou	nd	Noi	rthbou	and	Soi	ıthboı	und
	L	T	R	Ĺ	${f T}$	R	L	${f T}$	R	L	${f T}$	R
	. <i></i>	-	~~`				i			İ		
Volume	i 320	375	733	28	290	135	379	966	24	150	890	694
% Heavy Veh	•	2	2	12	2	2	12	2	2	12	2	2
PHF	0.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	184	99	193	17	76	36	100	254	6	39	234	183
Hi Ln Vol				i			ĺ					
% Grade	1	0		i	0		j	0			0	
Ideal Sat	11800	2000	1800	1800	2000		1800	2000		1800	2000	1800
ParkExist	1						i			İ		
NumPark	1			i			i			ì		
No. Lanes	2	2	2	1 2	2	0	2	3	0	2	3	2
LGConfig	L	Ţ	R	l L	TR	-	i I.	TR	-	iL	Т	R
Lane Width	112.0	12.0	12.0	112.0			112.0			112.0	12.0	12.0
RTOR Vol	112.0	12.0	0	1	12.0	0	1 3.5 + 0	10.0	0	1		0
	337	395	772	129	447	Ů	399	1042	Ū	1158	937	731
Adj Flow	•	393	114	123	777		1000	# O -1 &		1	501	, 0 12
%InSharedLn	1	0.0	00	1	0.0	ıΩΩ	} }	0.0	በበ	1	0.0	00
Prop LTs	1 0			1 0		00	1 0	.024	00) 1 O		1.000
Prop RTs		.000	1.000	•	.318	0	1 5		0	j 5		0
Peds Bikes	-	^	0	5	^	0	1 -		U	10	0	0
Buses	10	0	0	ļΟ	0	0 0	0	0		Į V	U	•
%InProtPhas						0.0				1		0.0
Duration	0.25		Area	Type:	A11	other	areas					

Duration 0.25 Area Type: All other areas

	Ea	stbou	nd	We	stbour	ıd	No	rthbou	and	So	uthbo	und	1
	L	\mathbf{T}	R	L	Т	R	L	\mathbf{T}	R	L	T	R	1
Init Unmet	10.0	0.0	0.0	10.0	0.0		10.0	0.0		10.0	0.0	0.0	
Arriv. Typ	e 5	5	5	5	5		5	5		5	5	5	ļ
Unit Ext.	13.0	3.0	3.0	[3.0	3.0		13.0	3.0		3.0	3.0	3.0	1
I Factor	1	1.00	0		1.000)		1.000)	}	1.00	0	İ
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	-
Ext of q	12.0	2.0	2.0	12.0	2.0		12.0	2.0		12.0	2.0	2.0	1
Ped Min g	· ·	33.3		1	33.3		i	33.3		İ	33.3		1

Site Information						SHC	RTR	EPC	RT														
Analysis	General Info	rmation																					
Num. of Lanes	Analyst Agency or Co Date Perform	o.	U 09/	SAI 11/08			Aı Ju	rea T ırisdi	ype ctio	r n	R	F	ELI VII oti CAF EAR	JO her RLS 20:	RD. are BAI 10 V	as D VITH	N	- Programmer and the second se					
Num. of Lanes	Volume and	I Timing I	nput																				
Num. of Lanes 1														1 =		<u> </u>		- D-F					
Lane group						-1		 	+		-					ļ							
Series group	Num. of Lane	es				10	 	ļ	_		<u> </u>			<u> </u>									
Woldine (Vpin) 0.0									1							<u> </u>	<u> </u>	<u> </u>					
Part																							
Actuated (P/A)		η							C														
Startup lost time		A)							Ť		Α	7	4	/	4	Α		1					
Arrival type				-C				<u> </u>															
Name		n								_						·							
Second S					<u> </u>			·		***************************************													
Parking/Grade/Parking						1	1	_					1		1								
Parking/Grade/Parking		OR Volum	16		12.0	 ') 1						************	_	-						
Parking/Index Parking/Index	Lake vvidin											4											
Bus stops/hr		uerraiking	<u> </u>	 '`	- ' '	Ť	十		 			╁											
Unit Extension				0	0		0	0	十	0	0	_	0	╁	0	0	0	0					
Phasing								ļ	1				3.0	3	3.0	3.0	3.0	3.0					
Timing G = 35.0 G = 30.0 G = G = G = 11.0 G = 44.0 G =			Thru		<u> </u>)3				xcl. Le	eft	Thru	&R	ŤΙ		07	1	08					
Timing Y = 5						<u> </u>					0	G =	44.0										
Lane Group Capacity, Control Delay, and LOS Determination EB		<u> </u>			Y =		Y =		Υ =	= 5													
Adj. flow rate 84 163 682 57 344 67 1600 178 191 923 55 Lane group cap. 419 371 814 399 490 132 1679 896 256 1678 468 V/c ratio 0.20 0.44 0.84 0.14 0.70 0.51 0.95 0.20 0.75 0.55 0.12 Green ratio 0.25 0.21 0.25 0.21 0.33 0.08 0.31 0.60 0.08 0.31 0.31 Unif. delay d1 41.5 47.7 49.8 44.6 41.0 61.9 47.0 12.7 63.1 39.8 34.2 Delay factor k 0.11 0.11 0.37 0.11 0.27 0.12 0.46 0.11 0.30 0.15 0.11 Increm. delay d2 0.2 0.8 7.7 0.2 4.5 3.2 12.6 0.1 11.3 0.4 0.1 PF factor					<u> </u>						_		Len	igth	1 C =	= 140.	.0						
Adj. flow rate 84 163 682 57 344 67 1600 178 191 923 55 Lane group cap. 419 371 814 399 490 132 1679 896 256 1678 468 V/c ratio 0.20 0.44 0.84 0.14 0.70 0.51 0.95 0.20 0.75 0.55 0.12 Green ratio 0.25 0.21 0.25 0.21 0.33 0.08 0.31 0.60 0.08 0.31 0.31 Unif. delay d1 41.5 47.7 49.8 44.6 41.0 61.9 47.0 12.7 63.1 39.8 34.2 Delay factor k 0.11 0.11 0.37 0.11 0.27 0.12 0.46 0.11 0.30 0.15 0.11 Increm. delay d2 0.2 0.8 7.7 0.2 4.5 3.2 12.6 0.1 11.3 0.4 0.1 PF factor 0.778 0.818 0.674 0.943 0.694 0.125 0.943 <	Lane Gro	up Capa	city, (Contro	ol De	lay, ar	nd LO	S D	ete	<u>rmir</u>	atio												
Lane group cap. 419 371 814 399 490 132 1679 896 256 1678 468 W/c ratio 0.20 0.44 0.84 0.14 0.70 0.51 0.95 0.20 0.75 0.55 0.12 Green ratio 0.25 0.21 0.25 0.21 0.33 0.08 0.31 0.60 0.08 0.31 0.31 Unif. delay d1 41.5 47.7 49.8 44.6 41.0 61.9 47.0 12.7 63.1 39.8 34.2 Delay factor k 0.11 0.11 0.37 0.11 0.27 0.12 0.46 0.11 0.30 0.15 0.11 Increm. delay d2 0.2 0.8 7.7 0.2 4.5 3.2 12.6 0.1 11.3 0.4 0.1 PF factor 0.778 0.818 0.778 0.818 0.674 0.943 0.694 0.125 0.943 0.694 0.694 Control delay 32.5 39.9 46.5 36.6 32.1 61.6 45.2 1.7 70.9 28.0 23.8 Lane group LOS C D D D C E D A E C C Approh. delay 37.4 41.4 41.6 34.8 Approach LOS D D C C				EB											_								
W/c ratio 0.20 0.44 0.84 0.14 0.70 0.51 0.95 0.20 0.75 0.55 0.12 Green ratio 0.25 0.21 0.25 0.21 0.33 0.08 0.31 0.60 0.08 0.31 0.31 Unif, delay d1 41.5 47.7 49.8 44.6 41.0 61.9 47.0 12.7 63.1 39.8 34.2 Delay factor k 0.11 0.11 0.37 0.11 0.27 0.12 0.46 0.11 0.30 0.15 0.11 Increm. delay d2 0.2 0.8 7.7 0.2 4.5 3.2 12.6 0.1 11.3 0.4 0.1 PF factor 0.778 0.818 0.674 0.943 0.694 0.125 0.943 0.694 0.694 Control delay 32.5 39.9 46.5 36.6 32.1 61.6 45.2 1.7 70.9 28.0 23.8 Lane group LOS <	Adj. flow rate	9	84	163		682	57	34	4	67		600	1	78				ļ					
Green ratio	Lane group	сар.	419	371		814	399	49	0	132	? 1	679	8	96		256	1678	468					
Unif. delay d1	v/c ratio		0.20	0.44		0.84	0.14	0.7	O	0.5	1 (0.95	0.	20	(0.75	0.55	0.12					
Unif. delay d1 41.5 47.7 49.8 44.6 41.0 61.9 47.0 12.7 63.1 39.8 34.2 Delay factor k 0.11 0.11 0.37 0.11 0.27 0.12 0.46 0.11 0.30 0.15 0.11 Increm. delay d2 0.2 0.8 7.7 0.2 4.5 3.2 12.6 0.1 11.3 0.4 0.1 PF factor 0.778 0.818 0.778 0.818 0.674 0.943 0.694 0.125 0.943 0.694 0.694 Control delay 32.5 39.9 46.5 36.6 32.1 61.6 45.2 1.7 70.9 28.0 23.8 Lane group LOS C D D D C E D A E C C Approach LOS D	Green ratio		0.25	0.21		0.25	0.21	0.3	3	0.08	3 ().31	0,	60	(0.08	0.31	0.31					
Increm. delay d2		i 1	41.5	47.7		49.8	44.6	41.	0	61.9	9 .	<i>47.0</i>	1:	2.7	(63,1	39.8	34.2					
PF factor	Delay factor	k	0.11	0.11		0.37	0.11	0.2	7	0.12	2	0.46	0.	.11	(0.30	0.15	0.11					
Control delay 32.5 39.9 46.5 36.6 32.1 61.6 45.2 1.7 70.9 28.0 23.8 Lane group LOS C D D D C E D A E C C Approach LOS D D D D D D C C	Increm. dela	ay d2	0.2	0.8		7.7	0.2	4.:	5	3.2	?	12.6	C).1		11.3	0.4	0.1					
Lane group LOS C D D C E D A E C C Apprch. delay 37.4 41.4 41.6 34.8 Approach LOS D D D D C			0.778	0.818		0.778	0.818	0.6	74	0.94	13	0.694	0.	12	5 (),943	0.694	0.694					
Approh. delay 37.4 41.4 41.6 34.8 Approach LOS D D D C	Control dela	ıy	32.5	39.9		46.5	36.6	32.	1	61.	6	45.2		1,7		70.9	28.0	23.8					
Approach LOS D D D C	Lane group	LOS	С	D		D	D	C	:	Ε		D		Α		E	С	C					
Approach Loo D	Approh. dela	ay	3	7.4	4 , n = 100 mm.	4	1.4				41	.6					34.8						
	Approach L	os		כ			D)					L T R 181 877 52 2 2 2 0.95 0.95 0.95 A A A 2.0 2.0 2.0 2.0 2.0 2.0 5 5 5 3.0 3.0 3.0 5 0 0 12.0 12.0 12.0 N 0 N 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 0 0 0 3.0 3.0 3.0 3.0 3.0 3.0 923 55 0.12 0.8 0.31 0.31 3.1 39.8 34.2 3.0 0.15 0.11 1.3 0.4 0.1						
Intersec. delay 39.5 Intersection LOS D	Intersec. de	lay	39	9.5				Inte	rse	ction	LOS						D						

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11-A 2010 WP

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OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

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Analysis Year:

Project ID: LA COSTA TOWN CENTER

E/W St: SAN ELIJO RD.

N/S St: RANCHO SANTA FE DR.

VOLUME DATA_____

Easth	oound	Westbou	nd	l Nor	thbou	ınd	Soi	ıthboı	ınd
L	r R I	L T	R	L	${f T}$	R	L	${f T}$	R
		40			4 F A A	4.60	1 101		
Volume 80 33	•	48 54	327	64	1520	469	181	877	52
% Heavy Veh 2 2	2 2	2	2	2	2	2	2	2	2
PHF 0.95 0		.95 0.95		0.95	0.95	0.95	10.95	0.95	0.95
PK 15 Vol 21 9	32 17	71 14	86	17	400	123	48	231	14
Hi Ln Vol				1			1		
% Grade 0	1	0			0			0	
Ideal Sat 1800 20	000 18	800 2000	1800	1800	2000	1800	1800	2000	1800
ParkExist									
NumPark							İ		***
No. Lanes 1	1 0	2 1	1	1	3	1	2	3	1
LGConfig L	TR I	L T	R	L	${f T}$	R	L	${f T}$	R
Lane Width 12.0 1	2.0 12	2.0 12.0	12.0	112.0	12.0	12.0	112.0	12.0	12.0
RTOR Vol	0		0			300			0
Adj Flow 84 1	63 68	82 57	344	67	1600	178	191	923	55
%InSharedLn	1								
Prop LTs	0.000	0.0	00	1	0.00	00	1	0.0	00
Prop RTs 0.7	85 j	0.000	1.000	[0	.000	1.000	.0	.000	1.000
Peds Bikes 5		5	0	5	()	5	1) C
Buses 0 0	10	0	0	0	0	0	0	0	0
%InProtPhase	i		0.0			0.0			
Duration 0.25	Area Ty	pe: All	other	areas					

	Ea	.stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und	١
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
Init Unmet	10.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	
Arriv. Typ	e 5	5		5	5	5	5	5	5	5	5	5	
Unit Ext.	3.0	3.0		3.0	3.0	3.0	13.0	3.0	3.0	3.0	3.0	3.0	
I Factor		1.000)		1.00	0		1.00	0		1.00	0	1
Lost Time	2.0	2.0		12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	1
Ext of q	2.0	2.0		12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	1
Ped Min q	i	33.3		ĺ	33.3		İ	33.3		1	33.3		

Page 1 of 1

11-P 2010

WP

						SHC	ORT RI										
General Info	rmation						Si	te Info	rmati		m 41	10110	CAN	FF@	244	·	
Analyst Agency or C Date Perforn Time Period			US 9/1	SAI SAI 11/08 PEAK			Ar Ju	tersect ea Tyr risdict nalysis	oe ion	i	KAI	EL All o CA YEAR	IJO R ther a RLSB	reas AD WITH			
Volume and	d Timing I	nput															
					EB		\	WB	I ===	 		NB	I 0.7	17	T	SB	рт
				LT	TH	RT 0	LT 2	<u>TH</u> 1	RT 1	L		TH 3	RT 1	LT 2	┽	TH 3	RT 1
Num. of Lan	es		_	1	1	<u> </u>	7		R	$\frac{1}{L}$		T	R		\dashv	T	R
Lane group	· · · · · · · · · · · · · · · · · · ·			L	TR		<u> </u>		187	88		1061	584	179	1	, 358	112
Volume (vph				122	64 2	55 2	789 2	27 2	2	2		2	2	2		2	2
% Heavy ve	en			2 0.95	0.95	0.95	0.95	0.95	0.95	0.9		0.95	0.95		5 1),95	0.95
PHF Actuated (P/	/Δ)			0.95 A	0.90 A	A A	A A	A	A	A		A	A	A	1	A	Α
Startup lost				2.0	2.0	1 ' ' '	2.0	2.0	2.0	2.		2.0	2.0	2.0		2.0	2.0
Ext. eff. gree				2.0	2.0	1	2.0	2.0	2.0	2.	0	2.0	2.0	2.0		2.0	2.0
Arrival type				5	5		5	5	5	5	;	5	5	5	$\perp \Gamma$	5	5
Unit Extensi	on			3.0	3.0		3.0	3.0	3.0	3.	0	3.0	3.0			3.0	3.0
Ped/Bike/R1	OR Volum	ne		5		0	5	0	0	5	5	0	300	MEDICAL PROPERTY.		0	0
Lane Width				12.0	12.0		12.0	12.0	12.0	12	.0	12.0	12.0	12.0)	12.0	12.0
Parking/Gra	de/Parking		N	0	N	N	0	N	<u> </u>	/	0	N	N		0	Ν	
Parking/hr									<u></u>				<u> </u>				
Bus stops/h	r			0	0		0	0	0	<u></u>)	0	0	0	_	0	0
Unit Extensi	on			3.0	3.0		3.0	3.0	3.0	3.	.0	3.0	3.0	3.0)	3.0	3.0
Phasing	Excl. Let	ft T	hru	& RT	. ()3	04		Excl. L			ıru & F		07		1	08
Timing	G = 37.0			25.0	G =		G =		3 = 13	3.0		= 45.) =·		<u>G</u> =	
·	Y = 5		=		Y =		Y =		/ = 5		1 '	= 5		= 1	10.0	Υ=	
Duration of	Analysis (ł	<u> </u>	0.:	25	<u> </u>								ngtn C) = 14	10.0		
Lane Gro	up Capa	city	<u>, C</u>	ontro	ol De	lay, aı		S Det	ermı	nati	on			T			
				EB		*****	WB				·	NB		 		SB	· · · · · · · · · · · · · · · · · · ·
Adj. flow rat	ie	128		125		831	28	197	93	}	11	17 2	299	188	1.	429	118
Lane group	сар.	443		326		861	333	457	15	6	17	17	928	302	1	716	479
v/c ratio		0.29		0.38		0.97	0.08	0.43	0.6	0	0.6	55 ().32	0.62	0	.83	0.25
Green ratio		0.26		0.18		0.26	0.18	0.31	0.0	9	0.3	32 ().62	0.09	0	.32	0.32
Unif. delay	d1	41.0		50.7		50.9	48.0	38.7	61.	0	40	.8	2.5	61.1	4	4.0	35.0
Delay facto	rk	0.11		0.11		0.47	0.11	0.11	0.1	9	0.:	23 (0.11	0.21	0).37	0.11
Increm. del	ay d2	0.4		0.8		22.5	0.1	0.7	6.	1	0.	9	0.2	3,9		3.7	0.3
PF factor		0.76	1	0.855		0.761	0.855	0.70	4 0.9	32	0.6	84 (.132	0.932	2 0	.684	0.684
Control dela	ay	31.6		44.1		61.2	41.1	27.9	62	9	28	.8	1.9	60.9	3	33.8	24.2
Lane group	LOS	C		D		E	D	С	E		(Α	E		С	С
Apprch. del	lay		37	7.8			54.4			2	5.5				3	6.1	·····
Approach L	.os		L)			D				С					D	
Intersec. de	elay		36	6,9				Inters	ection	LO	3					D	·
		.1	_		3	4 @ 2000 T	Injugenity o	CElonida	A 11 10 Co.1-	de Der	· ATVA	4					Version 4

Urban Systems

4540 Kearney Villa Rd, Suite 106

San Diego, CA 92123-1573

Phone: 619/560-4911

Fax: 619/560-9734

E-Mail: usai@urbansystems.net

OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Date Performed:

USAI

09/11/08

PM PEAK

RANCHO SAN. FE@SAN ELIJO RD.

All other areas

CARLSBAD

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: SAN ELIJO RD.

N/S St: RANCHO SANTA FE DR.

VOLUME DATA_____

	l Eas	tbour	nd .	l Wes	tbou	nd	Nor	thbou	ınd	Sou	ıthboı	and
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
	, I						Ì					
Volume	122	64	55	i 789	27	187	188	1061	584	179	1358	112
% Heavy Veh	•	2	2	12	2	2	12	2	2	12	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95
PK 15 Vol	132	17	14	208	7	49	123	279	154	47	357	29
Hi Ln Vol				İ			į			İ		
% Grade	İ	0		İ	0			0		1	0	
	1800	2000		1800	2000	1800	1800	2000	1800	1800	2000	1800
ParkExist	i			Ì								
NumPark	İ			Ì			***			1		
No. Lanes	1	1	0	2	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	T	R	L	\mathbf{T}	R	L	\mathbf{T}	R
Lane Width	112.0			112.0	12.0	12.0	12.0	12.0	12.0	[12.0	12.0	12.0
RTOR Vol			0	İ		0			300	İ		0
Adj Flow	128	125		831	28	197	193	1117	299	188	1429	118
%InSharedLn	•									1		
Prop LTs	1	0.0	00	Ì	0.0	00		0.0	00		0.0	00
Prop RTs	i o	.464		0	.000	1.000	[0	.000	1.000	0	.000	1.000
Peds Bikes				j 5		0	5		0	5		0
Buses	10	0		0	0	0	0	0	0	0	0	0
%InProtPhas	e	•		Ì		0.0	1		0.0			
Duration	0.25		Area	Type:	All	other	areas					

Duration 0.25 Area Type: All other areas

Ea L	stbound T R	We L	stbou T	nd R	No L 	rthbo T	und R	So L	uthboi T	and R	 -
Init Unmet 0.0	0.0	-i <u>0.0</u>	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0 5	
Arriv. Type 5	5	15	5	5	5	5	5	15	5	· ·	1
Unit Ext. 3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1
I Factor	1.000		1.00	0	1	1.00	0	1	1.00	0	1
Lost Time 2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	-
Ext of q 2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	1
Ped Min g	33.3	1	33.3		1	33.3			33.3		I

12-A

																	20
					SHC	ORT R											
General Info	ormation					S	<u>ite In</u>	for	matio	***********	6 8 1 6		O A 4		F@C4	R #	·
Analyst Agency or C Date Perfor Time Period	med	09 09	JSAI JSAI /11/08 I PEAK			A Ji	terse rea T urisdi nalys	ype ctio	n	<i>K.</i>		JUI All of CAI EAR	NIP thei RL3 20	ERC r are SBA	eas D VITH	IVI.	
Volume an	d Timing I	nput															
<u>, , , , , , , , , , , , , , , , , , , </u>				EB			WE	}				NB	T =			SB	I
		···········	LT	TH	RT	LT	TH	-	RT	LT	-	TH_	-	<u> </u>	LT	TH	RT
Num. of Lar	ies		1	1	0	1	1	_	1	1	4	3		1	1	3	1
ane group			L	TR		L	T		R	L		T		R	L	T	R
/olume (vpl			128	5	77	65	5	+	70 2	29 2	+2	854 2		51 2	24	1577 2	46 2
% Heavy v	eh		2 0.95	2 0.95	2 0.95	0.95	0.95	1	2 0.95	0.9	; 1	2. 0.95		<u> 2</u> 95	0.95	0.95	0.95
PHF Actuated (P	/A)		0.95 A	0.95 A	A A	A	A	+	A	A	T	A		Ā	A	A	A
Startup lost			2.0	2.0		2.0	2.0	سرقوسون	2.0	2.0	CONTRACTOR OF THE PARTY OF THE	2.0		.0	2.0	2.0	2.0
Ext. eff. gre			2.0	2.0		2.0	2.0	\prod	2.0	2.0	_	2.0		<u>.o</u>	2.0	2.0	2.0
Arrival type		,, <u></u>	5	5		5	5	_	5	5	+	5		5	5	5 3.0	5 3.0
Unit Extens			3.0	3.0		3.0	3.0		3.0 0	3.0 5	<u>_</u>	3.0		3.0 0	3.0 5	0	0
Ped/Bike/R		ne	5 12.0	12.0	0	5 12.0	12.0	, 	12.0	12.0	\neg	12.0		2.0	12.0	12.0	12.0
Lane Width			12.0 N	0	N	12.0 N	0	' +	12.0 N	1/2.\ N	+	0	<u> </u>	2.0 N	N	0	N
Parking/Gra	ade/Parking)		 	/٧		╁┷	-	/ V	-	-	·	-	; V	 ``` -	Ť	
Parking/hr			+ 0	0	_	10	10	-	0	10	╅	0	╁	0	10	0	0
Bus stops/h	-		3.0	3.0		3.0	3.0	-	3.0	3.0	, 	3.0	.	3.0	3.0	3.0	3.0
Unit Extens		a Trh	ru & RT		03	04			xcl. L			u & F		7.0	07		08
Phasing	Excl. Let G = 17.0		= 13.0	G = `	<i></i>	G =		<u> </u>	= 12			68.6		G :	-	G =	
Timing	Y = 5		: 5	Y ==		Υ =			= 5		Υ =			Υ =	:	Y =	
Duration of	Analysis (l	rrs) = (0.25									le Le	ngtl	h C	= 130	.0	
Lane Gro	oup Capa	icity,	Contro	ol De	lay, ar	nd LO	S D	ete	rmir	natio	n						
			EB			WB					N	3	ara karangan dan		***************************************	SB	
Adj. flow ra	te	135	86		68	5	74	ţ	31		1952	2	54		25	1660	48
Lane group	сар.	219	168		219	186	34	1	155	5 2	2794	1 1	038	3	155	2793	781
v/c ratio		0.62	0.51		0.31	0.03	0.2	2	0.2	0	0.70) (0.05	j	0.16	0.59	0.06
Green ratio)	0.13	0.10		0.13	0.10	0.2	23	0.0	9	0.52	? (.69)	0.09	0.52	0.52
Unif. delay	d1	<i>53.4</i>	55.5		51.2	52.8	40.	5	54.	6	23.3	}	6.4		54.4	21.5	15.3
Delay facto	or k	0.20	0.12		0.11	0.11	0.1	1	0.1	1	0.26	3 (11		0.11	0.18	0.11
Increm. de	lay d2	5.2	2.6		0.8	0.1	0.	3	0,6)	0.8		0.0		0.5	0.3	0.0
PF factor		0.900	0.926		0.900	0.926	0.8	00	0.93	32	0.26	9 0	.16		0.932	0.269	0.269
Control del	lay	53.2	54.0		46.9	48.9	32	.7	51.	5	7.1		1.1		51.2	6.1	4.1
Lane group	LOS	D	D		D	D	<u> </u>)	D		Α		Α		D	Α	A
Apprch. de	lay		53.5		3	9.8	k			7	6	···	.,.,.			6.7	
Approach l	Los		D			D					4					Α	
Intersec. d	elay		10.8		<u></u>		inte	rse	ction	LOS				l		В	
m (a	+ #5 2000 T	To the constitute	e Tileni	da A	ti Diela	a Dana	പരർ						Version e

Page 1 of 1
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					SHC	RTR	EPOF	₹T								
General Info	rmation					Si	te Info	rmati								
Analyst Agency or C Date Perforn Time Period		U 09/	SAI SAI 11/08 PEAK			Ar Ju	tersec rea Tyl ırisdict nalysis	oe ion	F	AA.	JU All o CA YEAR	NIP thei RLS 20	ERC r are SBA	as D VITH	M.	
Volume and	d Timing I	nput														
				EB	T ==	LT	WB TH	RT	╂	r	NB TH	l c	₹Т	LT	SB TH	RT
		···	LT 1	TH	RT 0	1	1	1	+ - 1		3		1	1	3	1
Num. of Lan	es				<u> </u>		T	R	$\frac{1}{L}$		T		· ?		+-	R
Lane group			L	TR	70	L 72	16	100	70		1550		62	106	1954	142
Volume (vph % Heavy ve			82 2	8 2	2	2	2	2	1/1		2		2	2	2	2
% Heavy ve PHF	311		0.95	0.95	0.95	0.95	0.95	0.95	0.9	-	0.95		95	0.95	0.95	0.95
Actuated (P/	/A)		A	A	Α	Α	Α	Α	A	_	Α		4	Α	Α	Α
Startup lost	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME		2.0	2.0		2.0	2.0	2.0	2.0		2.0		.0	2.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0		2.0	2.0	2.0	2.		2.0		.0	2.0	2.0	2.0
Arrival type			5	5	<u> </u>	5	5	5	5		5		5	5	5	5 3.0
Unit Extensi			3.0	3.0		3.0	3.0	3.0	3.		3.0		3.0 0	3.0 5	3.0	0
Ped/Bike/RT	OR Volum	16	5	(0.0	30	5	0	0	5 12		12.0		0 2.0	12.0	12.0	12.0
Lane Width			12.0	12.0	-	12.0	12.0	12.0	12.		-}		2.0 N	12.0 N	12.0	N
Parking/Gra	de/Parking]	N	0	N	<u> </u>	0	N N	1.^	!	0_	╁	/ V	/ V	 	1,4
Parking/hr			<u> </u>			 	<u> </u>	 	╃	`	0	╬	0	0	10	0
Bus stops/h			0	0		0	0	0	1 0				3. <i>0</i>	3.0	3.0	3.0
Unit Extensi			3.0	3.0		3.0	3.0	3.0	3.		3.0		5. U			08
Phasing	Excl. Lef		u & RT)3	04		Excl. L		ž	nru & f = 65.		G =	07	G =	UB
Timing	G = 17.0 $Y = 5$) G= Y=	13.0	G = Y =		G = Y =		$\frac{3-7}{1}$	5.0		= 5	<u> </u>	Y =		Y =	
Duration of				-				<u> </u>			cle Le	ngtl	<u> </u>			
Lane Gro	un Cana	city (Contro	ı De	lav. ar	nd I O	S De	termi	nati							
Lane Gro	up Capa	lorty, \	EB		iuy, ui	WB				1	VB	******	T		SB	
A . I		86	50		76	17	105	7.	1	16.		171	一十	112	2057	149
Adj. flow rat		<u> </u>	171		219	186	375			26		004		193	2670	747
Lane group	сар.	219 0.39	0.29		0.35	0.09	0.28			0.0		0,17		0.58	0.77	0.20
v/c ratio Green ratio		0.13	0.10	-	0.13	0.10	0.25			0.8		2.67		0.12	0.50	0.50
Unif. delay		51.8	54.2	1	51.4	53.1	39.0			23		8.0		54.5	26.4	18.1
Delay facto		0.11	0.11		0.11	0.11	0.11			<u> </u>		0.11		0.17	0.32	0.11
Increm. del		1.2	1.0	1	1.0	0.2	0.4			 	4	0.1		4.4	1.4	0.1
PF factor		0.900	0.926	1	0.900	0.926	0.77		13	0.3	333	0.15	1	0.913	0.333	0.333
Control dela	ay	47.7	51.2	1	47.2	49.4	30.5		.9	8.	2	1.3	1	54.1	10.2	6.1
Lane group		D	D		D	D	C	I)		9	Α		D	В	А
Apprch. del		4:	9.0		3	8.6			(9.2					12.1	
Approach L			D	******		D				Α					В	
Intersec. de	elay	1.	3.2	,			Inter	section	LOS	3					В	·····
																

Short Repor	rt .														Page	1 of 3 -
						21.16	\ <u>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u>		<u> </u>						1	<u> </u>
					,	SHC	ORT F									
General Info	ormation						i	Site In		atic		VCHO S	ΔΝΤΔ	FR DR		
Analyst Agency or C Date Perforr Time Period	ned	U 09/:	SAI SAI 11/08 M PE,	4K			Z J	nterse ∖rea T lurisdi ∖nalys	ype ction	ar	NAI	CO All or CAI YEAR	DSTA A ther are RLSBA 2010 V ROJECT	as D VITH		
Volume an	d Timing Inp	out														
			,	E			<u> </u>	WB		·	ļ	NB	T E	-	SB	
			LT	T		₹T	LT	TH	R		LT	TH	RT	LT	TH	RT
Num. of Lan	es		1	2		0	1	2			2	3	0	2	3	0
Lane group			L	TF		F.0	LL_	TR	_	~~~	L	TR	400	L 102	TR	246
Volume (vph			340	27		56 2	105 2	308 2	7		82	1414	188 2	193 2	1232 2	246 2
<u>% Heavy ve</u> PHF)(1		2 0.95	0.9		2 95	0.95	0.95			0.95	0.95	0.95	0.95	0.95	0.95
ਸਸਸ Actuated (P/	'A)		0.95 A	A		<u>90</u> A	A	A	J.S		A	A	A	A	A	A
Startup lost	~~~		2.0	2.			2.0	2.0			2.0	2.0		2.0	2.0	
Ext. eff. gree	en		2.0	2.4			2.0	2.0			2.0	2.0		2.0	2.0	
Arrival type			5	5			5	5	_		5	5	ļ	5	5	
Unit Extensi			3.0	3.0			3.0	3.0	<u>.</u>		3.0	3.0	ļ.,_	3.0	3.0	400
	OR Volume		5	0	أسمالت سبب	0	5	0	4)	5	0 12.0	45	5 12.0	0 12.0	100
Lane Width			12.0	12			12.0	12.0		. 1	12.0		$\frac{1}{N}$	12.0 N	0	N
Parking/Gra	de/Parking		Ν	0		N	N	0	/	V	N	0	I N	/\	0	IV
Parking/hr				 _			 	 _	-		 _		<u> </u>			<u> </u>
Bus stops/h			0	0			0	0			0	0		0	0	-
Unit Extensi			3.0	3.			3.0	3.0	<u> </u>		3.0	3.0	<u> </u>	3.0	3.0	<u> </u>
Phasing	Excl. Left		Only		ru & I		04 G =	1	Exc G =	***********		hru & R 3 = 42.0		. 07	G =	80
Timing	G = 16.0 Y = 5	G = Y =	18.0		= 18. = 5	U	Y =		<u>G -</u> Y =			y = 42.0	Y =		Y =	
Duration of	Analysis (hrs			+-					<u>,</u>	<u>~</u>		ycle Ler				
	up Capaci			ol F)elav	aı	nd LC	S De	terr	nir						
Lanc Oio	up oupuoi	T	E		· Olay	, c.		VB		T		NB	······································		SB	
Adj. flow rat		358	45			11		65	Γ	+	86	1639	T	203	1451	T
		 		,		200		06	<u> </u>	-	276	1701	+	276	1697	-
Lane group	cap.	503	110			ļ			<u> </u>							
v/c ratio		0.71	0.4			0.5		.72	<u> </u>		.31	0.96	_	0.74	0.86	_
Green ratio		0.30	0.3	2		0.1	2 0	.14		0	.08	0.32		0.08	0.32	
Unif. delay	d1	40.5	35.	0		53.	5 5	3.6		5	5.9	43.2		58.1	41.2	
Delay factor	· k	0.28	0.1	1		0.1	4 0	.28		10).11	0.47		0.29	0.39	
increm. dela		4.7		2.8	3 1	5.0	T	1	0.6	14.2		9.8	4.5			
PF factor	•	0.71	0. 4 0.6	93	 	0.9		893	 	0	.938	0.682		0.938	0.682	
Control dela	av	33.6			ļ	51.		2.9	 		53.1	43.6	1	64.3	32.6	\top
Lane group	<u> </u>	C	24			D.		2.3 D	\vdash	+	D	D	+	E	C	+
				, 	<u> </u>		52.5		<u></u>	+		4.1		-	36.5	
Apprch. del		 	28.5			 		,		-				 		
Approach L		<u> </u>	С			_	D			<u></u>		D			D	
Intersec. de	lay	<u> </u>	39.6		······	<u>L</u>		- In	terse	ctio	on LO	<u> </u>		<u></u>	D	

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2010 WP

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OPERATIONAL ANALYSIS_____

USAI Analyst: Agency/Co.: Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Description:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

Description:

CARLSBAD

YEAR 2010 WITH PROJECT USAI

Project ID: LA COSTA TOWN CENTER

N/S St: RANCHO SANTA FE DR. E/W St: LA COSTA EVENUE

VOLUME DATA_____

	Eas	stbou	nd	Wes	stbou	ınd	No	cthboi	and	Sou	ıthboı	and
	L	${f T}$	R	L	Ţ	R	l L	${f T}$	R	L	${f T}$	R
							_			<u> </u>		
Volume	340	275	156	105	308	79	82	1414		193	1232	
% Heavy Veh	12	2	2	12	2	2	12	2	2	2	2	2
PHF	10.95	0.95		10.95			0.95			10.95	0.95	0.95
PK 15 Vol	189	72	41	28	81	21	122	372	49	51	324	65
Hi Ln Vol												
% Grade	1	0			0			0			0	
Ideal Sat	1800	2000		1800	2000)	1800	2000		1800	2000	
ParkExist	1											
NumPark	1			١.								
No. Lanes	1	2	0	1	2	0	2	3	0	1 2	3	0
LGConfig	L	TR		l L	TF		L	TR		L	TR	
Lane Width	112.0	12.0		12.0	12.0)	12.0	12.0		12.0	12.0	
RTOR Vol			0			40			45			100
Adj Flow	358	453		111	365		86	1639		1203	1451	
%InSharedLn							***			1		
Prop LTs	-	0.0	00		0.0	000		0.0	00	1	0.0	00
Prop RTs	1 0	.362		1 0	.112		0	.092		1 0	.106	
Peds Bikes	5		0	1 5		0	5		0	1 5		0
Buses	0	0		10	0		0	0		10	0	
%InProtPhas	е		0.0	1		0.0	++++					
Duration	0.25		Area	Type:	All	other	areas					

	Ea	stbound	We	stbound	No	rthbound	So	uthbound
	L	T R	L	T R	L	T R	L	T R
	1				l			1
Init Unmet	10.0	0.0	[0.0	0.0	10.0	0.0	10.0	0.0
Arriv. Typ	e 5	5	5	5	5	5	5	5
Unit Ext.	13.0	3.0	3.0	3.0	13.0	3.0	3.0	3.0
I Factor		1.000	1	1.000		1.000	1	1.000
Lost Time	12.0	2.0	12.0	2.0	12.0	2.0	12.0	2.0
Ext of q	12.0	2.0	12.0	2.0	12.0	2.0	12.0	2.0
Ped Min g	1	33.2	1	33.2		33.2	1	33.2

Page 1 of 1

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2010

WP

					SH	ORT R									
General Info	rmation					S	ite In	orma	itio		10110 0	4 A 177 A		// A	
Analyst			SAI			1	nterse			RAI		STA A	F	/LA	
Agency or C			SAI				rea T					her are RLSBA			
Date Perforn			11/08 M PEA	V		- 1	urisdio				YEAR				
Time Period	20	710 F	IVI F L.F			<u> </u>	nalys	s Yea	ar			OJEC			
Volume and	d Timing Inp	ut					7 # 4PP				\$ 1 th		1	00	
			LT	EB TH	RT	LT	WB TH	R'	г	LT	NB TH	RT	LT	SB TH	RT
Num. of Lan	<u> </u>		1	2	0	1	2	10		2	3	0	2	3	0
			L	TR	<u> </u>	L	TR			L	TR		1 _	TR	
Lane group	1		331	308	145	239	369	11:	3	205	1158	233	178	1274	328
Volume (vph			2	2	2	2	2	2		2	2	2	2	2	2
% Heavy ve PHF	:11		0.95	0.95	0.95	0.95	0.95	0.9	5	0.95	0.95	0.95	0.95	0.95	0.95
PHF Actuated (P/	A)		A	A A	A	A	A	A	-	A	A	A	A	Α	Α
Startup lost			2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0	
Ext. eff. gree			2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0	<u> </u>
Arrival type			5	5		5	5			5	5		5	5	Ļ
Unit Extensi	on		3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0	
	OR Volume		5	0	0	5	0	40)	5	0	0	5	0	100
Lane Width			12.0	12.0	<u> </u>	12.0	12.0			12.0	12.0	 	12.0	12.0	
Parking/Gra	de/Parking		N	0	Ν	N	0	Λ		N	0	N	N	0	N
Parking/hr				ļ <u>.</u>	<u> </u>		 _			┡	 	ļ	0	0	
Bus stops/h			0	0		0	0	-	**********	0	0	<u> </u>	3.0	3.0	
Unit Extensi		F	3.0	3.0	<u> </u>	3.0	3.0	<u> </u>		3.0	3.0		07 07		08
Phasing	Excl. Left	EB G=	Only	Thru G = :		G =		Excl			hru & R			 G =	JO
Timing	G = 24.0 Y = 5	Y =		Y = {		Y =		G = Y =			$rac{72.0}{5}$	Y:		Ϋ́	A
Duration of	Analysis (hrs									С	ycle Ler	igth C	= 130.	0 .	
	up Capaci			ol Del	ay, a	nd LC	S De	tern	nin	atio	า				
			EE	}		V	VΒ				NB		<u> </u>	SB	
Adj. flow rat	е	348	47	7	25	52 4	65		2	16	1464		187	1581	
Lane group	сар.	438	83	7	30	09 5	86		3	26	1681		326	1685	
v/c ratio		0.79	0.5	7	0.	82 0.	79		0	66	0.87	<u> </u>	0.57	0.94	
Green ratio		0.26	0.2	4	0.	18 0.	.16		0	.10	0.32		0.10	0.32	
Unif. delay	11	44.7	43.	6	50).9 5	2.4		5	6.4	41.4		55.9	42.7	
Delay factor	·k	0.34	0.1	6	0.	36 0	.34		Q	.24	0.40		0.17	0.45	
Increm. dela	ay d2	9.8	0.9)	15	5.5 7	⁷ .4		[5.0	5.3		2.5	10.6	
PF factor		0.76	4 0.7	91	0.8	349 0.	872		0.	.926	0.682		0.926	0.682	?
Control dela	y	43.9	35.	5	58	3.7 5	3.1		5	7.2	33.5		54.2	39.8	
Lane group	LOS	D	D			=	D			E	С		D	D	
Apprch. del	ay		39.0			55.0)			3	6.6			41.3	
Approach L	os		D			E					D			D	
Intersec. de	lay		41.3				Ir	terse	ctic	n LO	S			D	
		***************************************		3. 3.1.4	Ø 2000	Linivarcity	of Florid	o ALLD	inte	Dagara	3d				Version 4

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13-P 2010 WP

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OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Description:

Analysis Year:

Analysis Year:

Analysis Time Period:

CARLSBAD

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: LA COSTA EVENUE

N/S St: RANCHO SANTA FE DR.

VOLUME DATA_____

	l Fo	stbour	nd.	l Mas	tbour	പർ	l Nor	thbou	ınd	l Sot	ıthboı	ınd
	Las	Т	R	l L	T	R	l L	T	R	L	${f T}$	R
	 	<u>.</u>		1	***		1	_		i		
Volume	331	308	145	239	369	113	<u> 205</u>	1158	233	178	1274	328
% Heavy Veh	•	2	2	12	2	2	12	2	2	2	2	2
	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	187	81	38	63	97	30	54	305	61	47	335	86
Hi Ln Vol	1		•							l		
% Grade	i	0		ĺ	0			0			0	
Ideal Sat	1800	2000		1800	2000		1800	2000		1800	2000	
ParkExist										1		
NumPark	İ											
No. Lanes	1	2	0	1	2	0	2	3	0	2	3	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Lane Width	12.0			112.0	12.0		112.0	12.0		112.0	12.0	
RTOR Vol	1		0			40	1		0	1		100
Adj Flow	348	477		252	465		216	1464		187	1581	
%InSharedLn	•			1			1			1		
Prop LTs	1	0.0	00		0.0	00	1	0.0	00	-	0.0	00
Prop RTs	j o	.321] 0	.166		1 0	.167		•	.152	
Peds Bikes	•		0	5		0	5		0	5		0
Buses	io	0		10	0		10	0		10	0	
%InProtPhas	e		0.0	1		0.0						
Duration	0.25		Area	Type:	All	other	areas					

	Ea L	stbound T R	We L	stbound T R	No L	rthbound T R	So L	uthbound T R	-
Init Unmet	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	
Arriv. Type		5	5	5	5	5	5	5	İ
Unit Ext.	i3.0	3.0	13.0	3.0	3.0	3.0	[3.0	3.0	1
I Factor	1	1.000	i	1.000		1.000	ļ	1.000	
Lost Time	12.0	2.0	12.0	2.0	12.0	2.0	12.0	2.0	ĺ
Ext of q	12.0	2.0	12.0	2.0	12.0	2.0	12.0	2.0	
Ped Min g	1	33.2	į	33.2	•	33.2	1	33.2	

Short Repo	ort													Page	1 of
														İ	4-
					SHO	ORT R	EPO	RT							
General Inf	ormation					S	te Inf	ormat	ion						
						In	terse	ction		F	RANCH				
Analyst Agency or C	20	US. US.				Αĵ	rea Ty	/ne			DR./C/	AM. DE her are			
Date Perfor		09/11					ırisdic					RLSBA			
Time Period		010 AN	1 PEA	K		A	nalvsi	s Year				2010 V			
											PK	OJEC.	1		
Volume an	d Timing In	out		EB		<u> </u>	WB		-T-		NB	·····	1	SB	
			LT	TH	RT	+ LT	TH	RT	+	T	TH	RT	LT	TH	RT
Num. of Lar	nes		0	0	0	2	0	1			3	0	1	3	0
ane group						L	l –	$\frac{1}{R}$	┪		TR	 		T	<u> </u>
/olume (vp	h)					265	 	126	+		1558	190	95	1398	
% Heavy v					····	200		2	╅		2	2	2	2	<u> </u>
PHF	~ · ·					0.95		0.95			0.95	0.95	0.95	0.95	
Actuated (P	/A)					I A		Α			Α	Α	Α	Α	
Startup lost						2.0		2.0			2.0		2.0	2.0	
xt. eff. gre	en					2.0		2.0			2.0	<u> </u>	2.0	2.0	ļ
Arrival type	· .					5	<u> </u>	5	╂		5 3.0	ļ	3.0	5 3.0	
Jnit Extens			E		**	3.0 5	·	3.0 40	+	=	0	0	3.0	3.0	
ane Width	TOR Volume		5			12.0		12.0			12.0	, , , , , , , , , , , , , , , , , , ,	12.0	12.0	├
	ide/Parking		N		N	N N	0	N N		V	0	N	N	0	N
Parking/hr	uerraining	KIRMITTH WHEN PROPERTY OF THE	10		14	- 1	· ·	╁┈	┪	V		<u> </u>	, v	 	,,,,
				<u> </u>		10	 	0	╅		0	-	0	0	
Bus stops/h		***********				3.0		3.0	╌┼╌		3.0		3.0	3.0	-
Jnit Extens		T		03		04		SB O		TTL	1 3.0 1ru & R	<u> </u>	07		8
Phasing	WB Only G = 25.0	02 G =		G =		G =		G = 1			= 85.0			G =	,
Fiming	Y = 5	<u> </u>		Y =		Y =		Y = 5		<u></u>	= 5	 Y =		Y =	*****
Duration of	Analysis (hrs) = 0.25	5							Су	cle Len	gth C =	= 140.	0	~~
ane Gro	up Capaci	ty, Co	ntro	l Dela	y, aı	nd LOS	S De	termi	nati	on					
			EB		Ī	W					NB			SB	
Adj. flow ra	le	1	T	T	279)	9	1		18	840		100	1472	
_ane group		1	 	1-	581			32			189		180	4004	
//c ratio	-Ah.	-	 	+	0.48			19	·····		.58		0.56	0.37	+
		-	-		- 									ļ	+
Green ratio			_	<u> </u>	0.18			32	***************************************	-	.61		0.11	0.75	<u> </u>
Unif. delay	d1		<u> </u>		51.7	7	34	1,3		1	6.6		59.3	6.0	
Delay facto	r k				0.1	1	0.	11		0	.17		0.15	0.11	
ncrem. del	ay d2				0.6		0	.2		1	0.3		3.8	0.1	
PF factor					0.85	5	0.0	584		0.	.127		0.920	0.200	
Control dela	ay		1		44.8	3	23	3.7		12	2.4		58.4	1.3	1
Lane group	<u> </u>		1		D		(T	A		E	A	
	·····				1	39.6	L			2.	.4			4.9	
Apprch. del	шy				6							j			
Apprch, del Approach L			·w			D				F	٩			Α	

1A-P

					SHO	RTR	EPO	RT								
General Info	rmation					Si	te Inf	ormati	on							
Analyst Agency or Co Date Perforn Time Period	o. ned	US, US, 09/11 010 PM	AI 1/08	Κ.		Aı Ju	tersec rea Ty urisdic nalysi	/ре			ANCH DR./C/ All ot CAF YEAR PR	AM her RLS 20	. DE are SBA	E LO eas D VITH		
Volume and	d Timing Inp	ut														
				EB			WB		 _	- 1	NB			l LT	SB TH	RT
			LT	TH	RT	LT	TH	RT	L		TH		₹T 2	1	3	0
Num. of Lan	es		0	0	0	2	0	1 -	+ "			<u> </u>		 	T	 `
Lane group						L	ļ	R	┿	_	TR	2/	20	L 126	1 1532	
Volume (vph	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					130 2	 	130	+-		1466 2	20	<i>)U</i> 2	2	2	
% Heavy ve PHF	n					0.95	<u>. </u>	0.95	╁		0.95	4	<u>-</u> 95	0.95	0.95	†
PHF Actuated (P/	'A)					A	1	A	1		A	1		Α	Α	
Startup lost						2.0		2.0			2.0			2.0	2.0	
Ext. eff. gree						2.0		2.0			2.0	<u> </u>		2.0	2.0	
Arrival type				ļ		5		5	_		5	╄		5	5	<u> </u>
Unit Extensi	ff. green I type Extension Bike/RTOR Volume Width ng/Grade/Parking ng/hr tops/hr					3.0		3.0	-		3.0	<u> </u>		3.0	3.0	<u> </u>
	Bike/RTOR Volume Width ng/Grade/Parking					5	 	40	5		0 12.0	-	0	12.0	12.0	
Lane Width	Width ng/Grade/Parking					12.0	╀-	12.0	╂.,			╁	V	12.0 N	0	$\frac{1}{N}$
	Width ng/Grade/Parking ng/hr				N	N	0	N	<u> </u>	!	0	<u> </u>	V	1 //	0	1//
Parking/hr	Width ng/Grade/Parking ng/hr					<u> </u>	<u> </u>		-		<u> </u>	╁		0	0	╂
Bus stops/hi	Width ng/Grade/Parking ng/hr tops/hr					0		0			0	╀		3.0	3.0	-
Unit Extensi			<u> </u>			3.0		3.0		F	3.0	<u> </u>	r e		<u> </u>	 08
Phasing	WB Only	02	2	03		04		SBO			ru & R = 74.0	********	G:	07	- G =	<u> </u>
Timing	G = 18.0 Y = 5	G = Y =		G = Y =		G = Y =		$\frac{G-Z}{Y=5}$	5.0		= 74.c	,	Y		Y =	
Duration of	Analysis (hrs		5	<u> </u>		1		· · · · · ·		<u> </u>		ngtl	<u> </u>	= 130.		
l ana Gro	up Capac	tv. Co	ontro	l Dela	ıv. ar	nd LO	S De	termi	nati	on						
Laile Oio	ap oapao.	7	EB		1	V	/B				NB				SB	
Adi flourrat	· ^		T		137			95		1	754	<u> </u>		133	1613	
Adj. flow rat				_	451			30			254	_		297	4189	
Lane group	cap.		-		0.30			.18		-	.54			0.45	0.39	_
v/c ratio		_	_	_	0.14			.35			.57	 	-	0.18	0.78	
Green ratio			-	-	50.4			9.0			7.4	┢		47.8	4.3	
Unif. delay		_		_	0.11			.11).14	┢		0.11	0.11	
Delay factor					0.1			0.2			0.2	╫		1.1	0.1	-
Increm. dela	ay d2				0.4			635		-	.119	╁		0.857	0.232	-
PF factor		-	_					8.6			2.3	┢	<u>-</u>	42.0	1.1	
Control dela				_	45.4	+				+		╀		D D	1.1 A	_
Lane group		_	<u> </u>		D			В		Ť	A			-	4.2	
Apprch. del		_				34.4					.3			 		
Approach L						С		,			<u> </u>				<u> </u>	
Intersec. de	elay		5.2				In	tersecti	on L	<u> </u>				<u></u>	Α	

		(************************************	·····		SI	10	RTR	EPOF	₹T							
General Info	rmation						s	te Info	rmati						, , , , , , , , , , , , , , , , , , , ,	
Analyst Agency or Co Date Perform Time Period	o. ned	U: 09/1	SAI SAI 11/08 NK HOU	JR			A Ju	tersect rea Tyr ırisdict nalysis	on	R		BAI All otl CAR YEAR	RCEL her ar RLSB/	eas AD WITH	LE	
Volume and	l Timing Inp	ut														
				EB				WB		<u> </u>		NB			SB	T 5-
			LT	TH	R	-	LT	TH	RT	Lī		TH	RT	LT	TH	RT
Num. of Lane	9S		1	1	1	_	1	2	0	1		3	0	1	3	+ ′−
ane group			L	T	R		L	LTR		L		TR	0.00	L	TR	 _
/olume (vph			136	120	70		295	135	110	55		1502	335	90	1479 2	94
% Heavy ve	h		2	2	2	_	2	2 0.95	2 0.95	0.9	5	2 0.95	2 0.95	0.95	0.95	0.95
PHF		,	0.95 A	0.95 A	0.9 A	2	0.95 A	0.93 A	A	A		A.	A	A	A	A
	tated (P/A)				$\frac{A}{2.0}$, 	2.0	2.0	十二	2.0		2.0	 	2.0	2.0	
	me (vph) leavy veh ated (P/A) tup lost time eff. green val type Extension //Bike/RTOR Volume e Width cing/Grade/Parking cing/hr stops/hr Extension sing EB Only WB or G = 16.0 G = 2 Y = 4 Y = 4 ation of Analysis (hrs) = 0.2				2.0		2.0	2.0	1	2.0		2.0		2.0	2.0	
Arrival type		5	2.0 5	5		5	5		5		5		5	5		
Unit Extension	on	, 1944 - 194	3.0	3.0	3.0)	3.0	3.0		3.0	0	3.0		3.0	3.0	
		***************************************	0	0	0		0	0	0	0	2740000	0	0	0	0	0
Lane Width			12.0	12.0	12.	0	12.0	12.0		12.	0	12.0	<u> </u>	12.0	12.0	
Parking/Grad	de/Parking		N	0	N		N	0	N	Ν		0	N	Ν	0	N
Parking/hr	**************************************															
Bus stops/hr	•	***************************************	0	0	70		0	0		C)	0		0	0	
Unit Extensi		<u> </u>	3.0	3.0	3.0	0	3.0	3.0	1	3.	0	3.0		3.0	3.0	
Phasing		WB	Only	1	03	T	04		Excl. l	.eft	TI	ıru & R	T	07		08
				G =			G =		$\Im = 12$	2.0		= 53.0			G =	
Timing				Υ=			Y =		/ = 5			= 5		= 40	Y =	
Duration of A	Analysis (hrs	s) = 0.	25	<u> </u>									igth C	= 120).0	
Lane Gro	ир Сарас	ity, C	Contro	ol De	∍lay,	an	id LO	S De	termi	<u>nati</u>	on					
			EE	3			1	WB				NB			SB	
Adj. flow rat	е	143	126	7	'4	23	3 :	336		58		1934		95	165	6
Lane group		223	261	2	00	29	3 (612		168		2294	T	168	233	8
v/c ratio		0.64			37	0.8	80 ().55		0.35		0.84		0.57	0.7	1
Green ratio	The same buy and the same and t	0.13	0.13	О.	13	0.1	7 (0.17		0.10)	0.44		0.10	0.44	1
Unif. delay	d1	49.3	48.2	4	7.4	47.	.4	15.2		50.3	}	29.8		51.5	27.	2
Delay factor	r K	0.22	0.11	0.	11	0.3	34 (0.15		0.11	'	0.38		0.16	0.2	7
Increm. dela	ay d2	6.1	1.4	1	.2	14.	.1	1.1		1.2		3.1		4.4	1.0	
PF factor		0.897	7 0.89	7 0.	897	0.8	59 (0.859		0.92	6	0.473		0.92		
Control dela	ау	50.3	44.6	3 4	3.7	54	.8	39.8	<u> </u>	47.8	}	17.1		52.1		
Lane group	LOS	D	D		D	L.		D		D		В		D.	В	
Apprch. del	ay		46.8				46.	0		<u> </u>	1	8.0	-		15.9	
Approach L	.os		D			<u> </u>	D			<u> </u>		В			В	
Intersec. de	elay		22.8						tersec				······		С	
HCS2000 TM				Copyrig	ht © 20	00 U	niversity	of Florida	, All Rig	nts Res	erve	d				Version

Short Repo	rt															Page	1 of 5
					SI	HORT	RE	PO	₹.	T	***************************************						
General Info	ormation					10111		e Info	_		on						
Analyst Agency or C Date Perforr Time Period	o. ned	US	SAI SAI 1/08 K HOU	JR			Inte Are Jur	ersec ea Ty isdict	tic pe	on e on		RHO	All oti CAF YEAR	RCELC her are RLSBAI) as D VITH	E	
Volume an	d Timing In	put															
				EB				WB	_		<u> </u>		NB			SB	T ==
			LT	TH_	R1			TH_	1	RT	L		TH	RT	LT	TH	RT
Num. of Lan	es		1	1	1	1		2	1	0	1		3	0	1	3	0
Lane group			L	T	R	<u> </u>		LTR	Ļ		L		TR		L	TR	<u> </u>
Volume (vpf			114	85	50	100	5	<u>55</u>	4	40	55		1064	276	87	1485	90
% Heavy ve	en .		2 0.95	2 0.95	2 0.9	2 5 0.9	5	2 2.95	+,	2 0.95	0.9		2 0.95	2 0.95	2 0.95	2 0.95	2 0.95
PHF Actuated (P/	/Δ\		0.95 A	0.95 A	0.90 A	A	+),95 A	ť	0.95 A	A.S		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Startup lost			2.0	2.0	2.0		, 1	2.0	t	- ()	2.		2.0		2.0	2.0	
Ext. eff. gree			2.0	2.0	2.0	Name of Street, or other Designation of the Owner, where the Parket of the Owner, where the Owner, which the Owner, where the Owner, which the		2.0	T	- AND AND AND AND AND AND AND AND AND AND	2.	THE REAL PROPERTY.	2.0	**************************************	2.0	2.0	
Arrival type			5	5	5	5		5	I		5		5		5	5	
Unit Extensi	on		3.0	3.0	3.0	3.0		3.0			3.	0	3.0		3.0	3.0	
Ped/Bike/R1	OR Volume		0	0	0	0		0	ļ	0	0		0	0	0	0	0
_ane Width			12.0	12.0	12.0) 12.	0 1	12.0			12.	.0	12.0		12.0	12.0	<u> </u>
Parking/Gra	de/Parking		Ν	0	Ν	N		0		Ν	1	 	0	Ν	Ν	0	N
Parking/hr									L		<u> </u>						<u> </u>
Bus stops/hi	7		0	0	0	0		0			0)	0		0	0	
Unit Extensi	on		3.0	3.0	3.0	3.0)	3.0			3.	0	3.0		3.0	3.0	
Phasing	EB Only	WB	Only	03	3		04		Εþ	xcl. L	.eft	Tł	nru & R		07	(08
Timing	G = 16.0	G = :		G =		G =				= 12	2.0		= 53.0	G =		G =	. :
	Y = 4	Y = 4		Υ=		Υ=			=	= 5		·	= 5	Y =		Y =	
	Analysis (hrs			<u> </u>				-	-				cle Len	gth C =	120.0)	
Lane Gro	up Capac	ity, C			<u>у,</u>	and L			е	<u>rmır</u>	nati	<u>on</u>					
			EB				W	В					NB			SB	
Adj. flow rat	Э	120	89	53		83	128	8			58		1411		92	1658	
Lane group	сар.	223	261	200	Τ.	293	61:	5			168		2286		168	2339	
v/c ratio		0.54	0.34	0.26	; (0.28	0.2	1			0.35		0.62		0.55	0.71	
Green ratio		0.13	0.13	0.13	3 10	0.17	0.1	7	_	7	0.10		0.44		0.10	0.44	
Unif. delay o	11	48.6	47.2	46.7		43.0	42.				50.3		25.7	1	51.4	27.2	1
Delay factor		0.14	0.11	0.11		0.11	0.1				0.11		0.20		0.15	0.27	
Increm. dela		2.6	0.8	0.7		0.5	0.2			一十	1.2		0.5		3.7	1.0	1
PF factor	-	0.897	0.897			0.859	0.8			1	0.920	<u> </u>	0.473	†	0,926	0.473	
Control dela	y	46.2	43.2	42.6	<u> </u>	37.4	36.				47.8		12.7		51.4	13.9	_
Lane group		D	D	D		D	D				D		В		D	B	\top
Apprch. dela		<u> </u>	4.4				6.9					14	4. 1	<u></u>		15.9	E
Approach L	``		D.	······································	\dashv		D	·					В			В	
Intersec. de			8.4		1			Int	er	rsecti	on I	os	````			В	
	·~ y	<u> </u>	√. F					1111					-		L		

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16 - A 2010

WP

					SHC	RTR	EPO	RT									
General Informatio	n					Si	te In	forn	natio								
Analyst Agency or Co.			ISAI ISAI			1	terse		1	Oi	LIV	SA	ANT.	RD./ A FE r are		НО	***************************************
Date Performed Time Period	A٨	09/	'11/08 AK HOU	UR.		Ji	ırisdid nalys	ction				CA YEAF	RLS R 20	SBAL	D VITH		Sim + Western Port
Volume and Timin	g Inp	out								*******			100				
				EB			WB			L		NB				SB	
			LT	TH	RT	LT	TH		RT	L.		TH		<u> </u>	LT	TH	RT
Num. of Lanes			0	1	0	1	1		1	1		2		1	2	2	1
Lane group				LTR		L	LT		R	L		T		R	L	T	R
Volume (vph)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		20	15	25	456	10 2		98	15 2)	1174 2		25 2	306 2	1513 2	25 2
% Heavy veh			2 0.95	2 0.95	2 0.95	2 0.95	0.95		<u>2</u> .95	0.9	5	0.95		<u>-</u> .95	0.95	0.95	0.95
PHF Actuated (P/A)	ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume e Width ing/Grade/Parking ing/hr stops/hr				0.95 A	0.95 A	0.90 A		.90 A	A.S	_	0,30 A		A	A	A	A
Startup lost time	group me (vph) eavy veh ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume Width ing/Grade/Parking ing/hr stops/hr Extension sing EB Only Ty = 4 Ty ation of Analysis (hrs) = the Group Capacity flow rate e group cap.				<u> </u>	2.0	2.0		2.0	2.0		2.0		2.0	2.0	2.0	2.0
Ext. eff. green	of Lanes group me (vph) eavy veh ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume Width ing/Grade/Parking ing/hr stops/hr Extension Sing EB Only ATE A TOR Volume G 11.0 Y = 4 Interpretable of Analysis (hrs) Interpretable of Analysis					2.0	2.0	2	2.0	2.0)	2.0		2.0	2.0	2.0	2.0
Arrival type	Performed Period AM me and Timing Inp of Lanes group me (vph) eavy veh ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume Width ing/Grade/Parking ing/hr stops/hr Extension sing EB Only N G = 11.0 Y = 4 tion of Analysis (hrs) e Group Capaci flow rate e group cap. atio en ratio delay d1 ny factor k em. delay d2					5	5		5	5		5		5	5	5	5
Unit Extension	me (vph) eavy veh ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume Width ing/Grade/Parking ing/hr extension sing EB Only Ty = 4 tion of Analysis (hrs) e Group Capacit			3.0		3.0	3.0		3.0	3.		3.0		3.0	3.0	3.0	3.0
Ped/Bike/RTOR Vo	up lost time off. green al type Extension Bike/RTOR Volume Width ng/Grade/Parking ng/hr stops/hr Extension ing EB Only G = 11.0			0	0	0	0	_	15	0		0		0	0	0	0
Lane Width	Bike/RTOR Volume Width ng/Grade/Parking ng/hr			12.0		12.0	12.0		2.0	12.		12.0		2.0	12.0	12.0	12.0
Parking/Grade/Parl	Width ng/Grade/Parking ng/hr			0	N	N	0		Ν	Λ		0	_ _	N	N	0	N
Parking/hr	ng/Grade/Parking ng/hr					<u> </u>				<u> </u>					ļ		
Bus stops/hr	ng/Grade/Parking ng/hr stops/hr			0		0	0		0			0		0	0	0	0
Unit Extension	ng/Grade/Parking ng/hr tops/hr Extension			3.0		3.0	3.0] ;	3.0	3.	0	3.0	<u> </u>	3.0	3.0	3.0	3.0
Phasing EB C	nly		3 Only		03	04	·		cl. Le			B On			ru & R		08
ilimana L		G = Y =	25.0 5	G = Y =		G = Y =		G = Y =	= 6.0 = 5)		= 5		1	5 ·	G = Y =	
Duration of Analysi	s (hrs) = 0	.25								A	cle Le	engt	h C :	= 130	.0	
Lane Group Ca	pac	ity, (Contro	ol De	lay, ar	nd LO	S De	eter	min	ıati	on					· · · · · · · · · · · · · · · · · · ·	
			EB			WB					N	В				SB	
Adj. flow rate			63		230	261	719)	16		123	6	237		322	1593	26
Lane group cap.			154		322	360	658	}	77		137	'8	842		676	1981	981
v/c ratio			0.41		0.71	0.73	1,09)	0.21		0.9	0	0.28		0.48	0.80	0.03
Green ratio			0.08		0.19	0.19	0.44	4	0.05	5	0.3	7	0.56	(0.21	0.53	0.65
Unif. delay d1			56.4		49.2	49.3	36.	5	59.7		38.	7	14.8		45.3	25.0	7.9
Delay factor k			0.11		0.28	0.29	0.5)	0.11	'	0.4	2	0.11		0,11	0.35	0.11
Increm. delay d2			1.8		7.3	7.1	63.	1	1.3		8.	1	0.2		0.5	2.5	0.0
PF factor			0.938		0.841	0.841	0.47	79	0.96	8	0.6	10	0.14	6 (0.825	0.246	0.144
Control delay			54.7		48.7	48.6	80.	6	59.1		31.		2.4		37.9	8.7	1.2
Lane group LOS			D		D	D	F		E		С		Α		D	Α	Α
Apprch. delay		,	54.7		6	7.6				27	7.3					13.4	
Approach LOS	Section Sect					E			<u> </u>	(<u> </u>					В	
Intersec. delay			32.3				Inte	sec	tion I	LOS	:					С	Varsion 4.1

16-A 2010 WP

Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.:

USAI USAI

Intersection: OLIVENHAIN RD./F
Area Type: All other areas
Jurisdiction: CARLSBAD
Analysis Year: YEAR 2010 WITH F

Date Performed: 09/11/08
Analysis Time Period: AM PEAK HOUR
Intersection: OLIVENHAIN RD./RANCHO SANTA FE

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: OLIVENHAIN RD.

N/S St: RANCHO SANTA FE RD.

VOLUME DATA

	I Ray	stbou	nd	l Wes	tboui	nd	i Noi	cthbou	ınd	Sot	ıthboı	ınd
	l L	T	R	L	T	R	i L	${f T}$	R	L	\mathbf{T}	R
)			i						1		
Volume	20	15	25	456	10	698	15	1174	225	306	1513	25
% Heavy Veh	12	2	2	12	2	2	12	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	10.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	15	4	7	120	3	184	14	309	59	81	398	7
Hi Ln Vol	1			1			1			1	_	
% Grade	1	0			0			0			0	
Ideal Sat		2000		1800	2000	1800	1800	2000	1800	1800	2000	1800
ParkExist	1			Ì			1			1		
NumPark	ļ							_			_	
No. Lanes	0	1	0	1	1	1	1	2	1.	1 2	2	Ψ_
LGConfig		\mathtt{LT}		L	LT	R	L	T	R	L	T	R
Lane Width		12.0		112.0	12.0		12.0	12.0	12.0	112.0	12.0	12.0
RTOR Vol	1		0	1		15	1		0		4550	0
Adj Flow	}	63		230	261	719	116	1236	237	1322	1593	26
%InSharedLn	***************************************			52			1			-	0 0	0.0
Prop LTs		0.3	33		0.9		1	0.0			0.0	-
Prop RTs	0	.413		0	.000	1.000			1.000	•		1.000
Peds Bikes	0		0	0		0	1 0		0_	0		0
Buses	İ	0		10	0	0	10	0	0	10	0	0
%InProtPhas				l		0.0			0.0			0.0
Duration	0.25		Area	Type:	All	other	areas					

	Eas L	tbou: T	nd R	We	stbou T	nd R	No	rthbo T	und R	So L	uthbo T	und R	
													!
Init Unmet	****	0.0		10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	ļ
Arriv. Type		5		15	5	5	5	5	5	5	5	5	1
Unit Ext.		3.0		3.0	3.0	3.0	13.0	3.0	3.0	3.0	3.0	3.0	
I Factor		1.00	0	ĺ	1.00	0		1.00	0		1.00	0	
Lost Time		2.0		12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	1
Ext of g		2.0		12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	İ
Ped Min g		33.2		İ	33.2		-	33.2		1	33.2		-

Page 1 of 1

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WP

			SHC	RT R	EPO	RT							
General Information					te Info		atio	n					
Analyst 6 Agency or Co. 6 Date Performed 09	JSAI JSAI /11/08 EAK HOU	JR		In Ar Ju	tersec rea Ty irisdic nalysis	tion pe tion	1		SA All C CA YEAF	NTA ther a	reas AD WITH	НО	
Volume and Timing Input				T					A I CO			<u> </u>	
		EB	T RE	1	WB	T -	₹T	LT	NB TH	RT	- _{LT} 	SB TH	RT
	LT	TH	RT 0	LT 1	TH 1	_	1	1	2	1	2	2	1
Num. of Lanes	0	1	 -	ļ	<u> </u>				$\frac{1}{T}$	R	$\frac{1}{L}$	7	R
Lane group		LTR		L 405	LT		R	L 10	1404	450		1009	30
Volume (vph)	20	5	20	425 2	20 2		58 2	10 2	2	2	2	2	2
% Heavy veh PHF	2 0.95	2 0.95	0.95	0.95	0.95		<u>2</u> 95	0.95	0.95	0.95		0.95	0.95
Actuated (P/A)	A A	A	A	A	A		Ā	A	A	A	A	Α	Α
Startup lost time		2.0		2.0	2.0	2	2.0	2.0	2.0	2.0	AND REAL PROPERTY AND ADDRESS OF THE PARTY ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY ADDRESS	2.0	2.0
Ext. eff. green		2.0		2.0	2.0		0	2.0	2.0	2.0		2.0	2.0
Arrival type		5_		5	5		5	5	5	5	4	5	4
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	and the second second	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0	0	0	0	0 12.0	0 12.0
Lane Width		12.0		12.0	12.0		2.0	12.0	12.0	12.0			12.0 N
Parking/Grade/Parking	N	0	N	N	0	- -	N	N	0	N	N	0	/V
Parking/hr		<u> </u>			<u> </u>	—		<u> </u>	 _				
Bus stops/hr		0		0	0		0	0	0	0	0	0	3.0
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0	4
	B Only		03	04			cl. Le		SB On i = 16		Thru & R [™] 3 = 52.0	<u> </u> G =	08
IT'iming	= 21.0 = 5	G = Y =		G = ·		<u>ა</u> = Y =	6.0		= 5		f = 5	Y =	
Duration of Analysis (hrs) = 0		╫╴		1							C = 130		
Lane Group Capacity,		기 De	lav ai	nd I O	S De	ter	min						
Lane Gloup Capacity,	EB	Ť	, (a,), a.	WB		Ī			VB			SB	
A 12 - 52	·		224	244	272		11			474	635	1062	32
Adj. flow rate	47				-					842	676	2096	1027
Lane group cap.	152		271	303	612		77				0.94	0.51	0.03
v/c ratio	0.31		0.83	0.81	0.44		0.14			0.56		ļ	
Green ratio	0.08		0.16	0.16	0.41		0.05			0.56	0.21	0.56	0.68
Unif. delay d1	55.9		52.7	52.5	27.9	·	59.5			18.3	50.7	17.5	6.6
Delay factor k	0.11		0.36	0.35	0.11		0.11	0.	49	0.16	0.45	0.12	0.11
Increm. delay d2	1.2		18.6	14.7	0.5		0.9	20	0.8	0.9	21.1	0.2	0.0
PF factor	0.938		0.872	0.872	0.54	1	0.96	8 0.:	556	0.146	1.000	0.146	0.318
Control delay	53.6		64.6	60.4	15.6	3	58.5	42	2.4	3.5	71.8	2.8	2.1
Lane group LOS	D		E	E	В		E		5	Α	E	Α	Α
Apprch. delay	53.6		4	5.2				33.1				28.1	
Approach LOS	D	****		D				С				С	
Intersec. delay	33.4				Inter	sect	tion L	os				С	

Phone: E-Mail:

Fax: 16-P
OPERATIONAL ANALYSIS 2010

USAI
USAI
09/11/08
PM PERF

Analyst:

USAI

Agency/Co.:

USAI

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Project ID: La COCCUM FORWARD CANAGEM

USAI

09/11/08

PM PEAK HOUR

PM PEAK HOUR

OLIVENHAIN RD./RANCHO SANTA FE

All other areas

CARLSBAD

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: OLIVENHAIN RD.

N/S St: RANCHO SANTA FE RD.

VOLUME DATA_____

	l Fas	stbou	nd	i Wes	tbou	nd	No:	thbou	ınd	Sou	ıthboı	and
	 L	T	R	L	${f T}$	R	L	${f T}$	R	l L	${f T}$	R
				ĺ								
Volume	20	5	20	425	20	258	110	1404	450	603	1009	30
% Heavy Veh	12	2	2	2	2	2	12	2	2	12	2	2
PHF	0.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95
PK 15 Vol	5	2	5	1112	5	68	3	369	118	159	266	8]
Hi Ln Vol	[_	ļ
% Grade		0			0			0			0	1000
Ideal Sat	[2000		1800	2000	1800	1800	2000	1800	11800	2000	1800
ParkExist	1			1			1			1		
NumPark	1							_	_		_	4
No. Lanes	0	1	0	1.	1.	1	1	2	1	2	2	1
LGConfig	1	$_{ m LT}$	R	L	\mathtt{LT}		L	${f T}$	R	L	Τ'	R
Lane Width		12.0		112.0	12.0	12.0	112.0	12.0	12.0	112.0	12.0	12.0
RTOR Vol	Ì		0			0	1		0			0
Adj Flow	l	47		224	244	272	11	1478	474	635	1062	32
%InSharedLn				50						ļ		
Prop LTs	1	0.4	47		0.9			0.0			0.0	
Prop RTs	1 0	.447		1 0	.000	1.000	1 0	.000	1.000	•		1.000
Peds Bikes	1 0		0	1 0		0	1 0		0	0		0
Buses	l	0		0	0	0	0	0	0	0	0	0
%InProtPhas	se					0.0			0.0			0.0
Duration	0.25		Area	Type:	All	other	areas					

1	Eastbound L T R	We	stbou: T	nd R	No L	rthbo T	und R	So	uthbo T	und R	
1											!
Init Unmet	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	
Arriv. Type	5	15	5	5	5	5	5	4	5	4	
Unit Ext.	3.0	13.0	3.0	3.0	13.0	3.0	3.0	3.0	3.0	3.0	1
I Factor	1.000	1	1.00	0	į	1.00	0		1.00	0	
Lost Time	2.0	2.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	
·	2.0	12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0	2.0	Ĺ
Ext of g		120			12.0	33.2		1	33.2		i
Ped Min a !	33.2	ļ	33.2		1	33.4		I	JJ . Z		1

17-A₂₀₁₀

				Site Inform	ation			
eneral Information				Intersection	acion.	RSE/FL	CAMINO DEL I	VORTE
nalyst	USAI			Jurisdiction		ENCINI		
gency/Co.	USAI			Analysis Year		YEAR 2	010 WITH PRO	JECT
ate Performed nalysis Time Period	09/11/08 AM PEA	K HOUR						
				-11				
oject ID LA COSTA TOWN				North/South St	reet: RANCHO	SANTA FE RO	AD	
ast/West Street: CAM DEL				NOITH/SOUTH SE	reet. 70100770			
olume Adjustments	and Site Cl	aracteris	tics			100	bound	
pproach		E	astbound T	R	 		T	R
ovement	10		5	10	120		5	395
olume					50			
Thrus Left Lane	50		orthbound		+	South	bound	
pproach		NI N	ortnbourid T	R	- 	1	Т	R
lovement olume	5	THE RESIDENCE AND ADDRESS OF THE PERSONS ASSESSMENT AND ADDRESS OF THE PERSONS ASSESSMENT AND ADDRESS ASSESSMENT ADDRESS ASSESSMENT AND ADDRESS ASSESSMENT AND ADDRESS ASSESSMENT ADDRESS ASSESSMENT AND ADDRESS ASSESSMENT AND ADDRESS ASSESSMENT ADDRESS ASSESSMENT ADDRESS ASSESSMENT ADDRESS ASSESSMENT ADDRESS ASSESSMENT AND ADDRESS ASSESSMENT ADDRESS AS	430	85	248	5	84	5
					50			
Thrus Left Lane	50						South	bound
	Eastk	ound	We	stbound	North			
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	L	TR
HE	0.95		0.95	0.95	0.95	0.95	0.95	0.95
low Rate	25		126	420	457	89	261	619
6 Heavy Vehicles	0		0	2	2	2	2	2
				2	2)	2)
lo. Lanes	4			5)
Seometry Group	 	7			25			
Duration, T								
Saturation Headway	<u>Adjustmen</u>	Workshe			T	1 00	1 40	0.0
Prop. Left-Turns	0.4		1.0	0.0	0.0	0.0	1.0	
Prop. Right-Turns	0,4		0.0	1.0	0.0	1.0	0.0	0.0
Prop. Heavy Vehicle								
nLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
nRT-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nHV-adj		1./	9.32	9.32	9.32	9.32	9.32	9.32
hadj, computed	9.32	<u> </u>	9.32	9.32	1 9.32	9.02	1 3.02	
Departure Headway	and Service	Time					T	T - 2.22
hd, initial value	3.20		3.20	3.20	3,20	3.20	3.20	3.20
x, initial	0.02		0.11	0.37	0.41	0.08	0.23	0.55
hd, final value	9.32		9,32	9.32	9,32	9.32	9.32	9.32
x, final value	0.06	1	0.30	0.85	1.00	0.18	0.59	1.32
Move-up time, m		.3		2.3	2	2,3		.3
Service Time	7.0		7.0		7.0		7.0	1
Capacity and Level						World of the state		
vapacity and Level		dle e ver d	10.0	estbound	Mont	hbound	Sout	hbound
		tbound					L1	L2
	L.1	L2	L1	L2	L1	L2		
Capacity	275		376	493	457	339	438	619
Delay	12.67		14.70	39.08	70.88	11.42	22.14	180.39
		+	B	E	F	В	С	F
LOS	В	<u> </u>						3.45
Approach: Delay		12.67		33 <i>.4</i> 5	p	1.19		
1	1	В		D	1	F	1	F
LOS	i	<i></i>	1		4.84			

			STOP CO	ONTROL	ANAI YSI	IS		NORTE
		ALL-VVFA 1	0101 0	Site Inform			······································	
Seneral Information				Intersection	liauon	RSE/E	L CAMINO DEL	NORTE
Analyst Agency/Co.	USAI USAI		<u> </u>	Jurisdiction		ENCIN		707774
Date Performed	09/11/0	र्छ		Analysis Year		YEAR	2010 WITH PR	DJECT
Analysis Time Period	PM PE	AK HOUR]				
roject ID LA COSTA TOWI	V SQUARE							
ast/West Street: CAM DE	L NORTE			North/South S	treet: RANCH	O SANTA FE R	OAD	
/olume Adjustment	s and Site C	haracteris	tics					
pproach		ЕЕ	astbound			Wes	stbound	
/ovement	<u>L</u> 5		- T 5	R 5	100		T 10	R 182
/olume	50		<u> </u>		50		70	102
6Thrus Left Lane			orthbound		1 30		thbound	<u> </u>
Approach Movement	L.	17	T	R	L	000	T	R
/olume	15		504	135	201		454	10
%Thrus Left Lane	5(50			
	Easti	oound	Wes	tbound	Norti	nbound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR			TR	LT	R	 	TR
Soniguration PHF	0.95		0.95	0.95	0.95	0.95	0.95	0.95
low Rate	15		105	201	545	142	211	487
6 Heavy Vehicles	1 0		1 0	2	2	2	2	2
lo. Lanes				2	<u></u>	2		2
Geometry Group	4			<u> </u>		- 5		 5
Ouration, T					<u>2</u> 5	····		
Saturation Headway	Adiustmant	Worksho	of			***************************************		
	0.3	I	1.0	0.0	0.0	0.0	1.0	0.0
Prop. Left-Turns	0.3		0.0	1.0	0.0	1.0	0.0	0.0
Prop. Right-Turns	0.3		1 - 0.0 -	1.0	0.0	1.0	0.0	1 0.0
Prop. Heavy Vehicle			1 25	0.5	1	0.5		0.5
nLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
nRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	8.47		8.47	8.47	8.47	8.47	8.47	8.47
Departure Headway		Time						
nd, initial value	3.20		3,20	3.20	3.20	3.20	3.20	3.20
x, initial	0.01		0.09	0.18	0.48	0.13	0.19	0.43
hd, final value	8.47		8.47	8.47	8.47	8.47	8.47	8.47
x, final value	0.04	<u></u>	0.24	0.40	1.03	0.24	0.42	0.91
Move-up time, m		.3		2.3		2.3		.3
Service Time	6.2		6.2		6.2	<u> </u>	6.2	<u> </u>
Capacity and Level	of Service							
	East	bound	We	stbound	Nort	hbound	Sout	hbound
	L.1	L2	L1	L2	L1	L2	L1	L2
Capacity	265		355	451	545	392	461	534
Delay	11.47	1	13.65	14.56	73.49	10.71	15.20	45,45
LOS	В		В	B	F	В	С	E
		1 17		4.25		D.51		31
Approach: Delay		1.47		t, Z Q				
LOS		В	li .	В		F		E

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Version 4.1f

Short Repor																Page	lofl
																	18
					SH	О	RT R	EPC	R	T							
General Info	ormation						S	te In	for	rmati							
							In	terse	ecti	on		EL C	CAMINO	REAL RD.	.@ AL(3 <i>A</i>	
Analyst Agency or C	Ο.	US US					A	rea T	уре	е			All oth		as		,
Date Perforr	ned	09/1	1/08					ırisdi						LSBA			
Time Period		AM F	PEAK				А	nalys	sis `	Year			YEAR 2	1010 V DJECT			
Volume an	d Timing In	nut			·								,,,,	,020,			
VOIGING an	d rilling m	,]		EB				W	В		T		NB			SB	
			LT	TH	RT	-	LT	Th	1	RT		LT	TH	RT	LT	TH	RT
Num. of Lan	es		2	2	1		2	2		0		2	3	0	2	3	0
ane group			L	T	R		L	TR	?			L	T		L	TR	
/olume (vph	1)		85	178	262	· .	398	249)	280	2	90	1773		80	974	65
% Heavy ve	eh .		2	2	2		2	2		2		2	2		2	2	2
PHF			0.95	0.95	0.98		0.95	0.98	5	0.95		.95	0.95		0.95	0.95	0.95 A
Actuated (P			<u>A</u>	A 2.0	A 2.0		<u>A</u> 2.0	2.0		<u>A</u>		<u>A</u> 2.0	A 2.0		A 2.0	2.0	<u> </u>
Startup lost Ext. eff. gree			2.0 2.0	2.0 2.0	2.0	200	2.0	2.0				2.0	2.0		2.0	2.0	
Arrival type	211		5	5	5		5	5				5	5		5	5	
Jnit Extensi	on		3.0	3.0	3.0		3.0	3.0)		Π,	3.0	3.0		3.0	3.0	
	OR Volume		10	0	100)	10	0		130		10			10	0	60
ane Width			12.0	12.0	12.0)	12.0	12.	0		1	2.0	12.0		12.0	12.0	
Parking/Gra	de/Parking		Ν	0	Ν		Ν	0)	N		Ν	0	Ν	N	0	N
Parking/hr										<u> </u>						ļ	
3us stops/h	r		0	0	0		0	0				0	0		0	0	ļ
Jnit Extensi	on		3.0	3.0	3.0)	3.0	3.0)			3.0	3.0	<u> </u>	3.0	3.0	
Phasing	Excl. Left	Thru		03	}		04			xcl. L			ru & RT		07		08
Γiming	G = 22.0	G = ;		G =			<u>3 =</u>			= 18	3.0		= <i>56.0</i> = <i>5</i>	G = Y =		G = Y =	
_	Y = 5 Analysis (hrs	$Y = \langle \cdot \rangle = 0.2$		Υ=			/ =		<u> </u>	= 5		وسيوني	– ວ cle Leng				
Juration of	up Capac	isu C	onfro	l Dola	21/ 3	2 7 2	410	<u>s n</u>	ate	rmi	naf	ion	ore Long	iai O	1.10,	<u> </u>	
ane Gro	up capac	ity, C	EB		'y, '	281		VB		1	1100		NB		T	SB	
A -1:		90		171	-	419		20	Т		308	Ξ	1866		84	1030	T
Adj. flow rat		89	187						╁		419		2136		419	2135	
Lane group	сар.	512	640	495		512		00	+					ļ	 		
v/c ratio		0.17	0.29	0.35).82		.70	4		0.7		0.87		0.20	0.48	
Green ratio		0.16	0.17	0.34). 1		.17	1		0.1		0.40	ļ	0.13	0.40	
Unif. delay	d1	51.1	50.6	34.9) (57.	1 5	4.6	$oldsymbol{\perp}$		58.	6	38.7		54.6	31.2	
Delay facto	rk	0.11	0.11	0.11	(0.3	6 0	.27			0.2	9	0.40		0.11	0.11	
Increm. dela	ay d2	0.2	0.3	0.4		10.	1 :	3.6	\int		6.3	3	4.3		0.2	0.2	
PF factor		0.876	0.862	2 0.66	3 0	0.87	76 0	862	\int		0.90	02	0.556		0.902	0.556	3
Control dela	₹y	44.9	43.9	23.6	3 6	3 <i>0.</i>	1 5	0.7			59.	2	25.9		49.4	17.5	
Lane group	LOS	D	D	С		Ε		D			Ε		С		D	В	
Apprch. del	ау	3	6.3				55.4	1				3	0.5			19.9	
Approach L	os		D				E						С			В	
Intersec. de	lay	3	3.1		T				nte	ersec	tion	LOS	3		<u> </u>	С	
		4						c=+ :									

Jim Lundquist Urban Systems

4540 Kearney Villa Rd, Suite 106

San Diego, CA 92123-1573

Phone: 619/560-4911

E-Mail: usai@urbansystems.net

Fax: 619/560-9734

OPERATIONAL ANALYSIS_____

Analyst:

USAI

Analyst:

Agency/Co.:
Date Performed:
Analysis Time Period:
Intersection:
Area Type:
Jurisdiction:
Analysis Year:

Analysis Year:

Analysis Year:

Analysis Year:

CARLSBAD

YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: AVIARA/ALGA RD.

N/S St: EL CAMINO REAL

VOLUME DATA_____

I	Eas	tbour	nd	i Wes	stbou	nd	Noi	thbou	ınd	Sot	ıthboı	ınd
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
, 					····							
Volume	85	178	262	398	249	280	290	1773		80	974	65
% Heavy Veh	2	2	2	12	2	2	12	2		12	2	2
	0.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95		10.95	0.95	0.95
	22	47	69	105	66	74	176	467		21	256	17
Hi Ln Vol				1			1					
% Grade		0		*	0		1	0			0	
	1800	2000	1800	1800	2000		1800	2000		1800	2000	
ParkExist				İ						1		
NumPark	,			Ì			1					
No. Lanes	2	2	1	i 2	2	0	j 2	3	0	2	3	0 .
LGConfig	L	T	Ŕ	L	TR		L	\mathbf{T}		L	TR	
_	12.0	12.0	12.0	112.0	12.0		112.0	12.0		112.0	12.0	
RTOR Vol	1 3 2 . 0	12.0	100			130	i			1		60
	89	187	171	419	420		305	1866		184	1030	
%InSharedLn	•	1.07	J. 1 J.	1 4 1 2	120		1			i		
	 	0.0	0.0	1	0.0	በበ	i	0.00	0.0		0.0	00
Prop LTs	l 0		1.000	1 0	.376		1	.000		1 0	.005	-
Prop RTs				1 1		0	1 1			1 1		0
Peds Bikes			0		0	U	10	0		10	o .	v
Buses	10	0	0	10	U		l V	v		I V	0	
%InProtPhase	≘ .0.25		0.0	m	71 7	other				ı		

Duration 0.25 Area Type: All other areas

. 1	East	bound	We	stbound	No	rthbound	l So	uthbound	1
1	L '	T R	L	T	R L	T R	L	T R	İ
A			1		I				
Init Unmet $ \overline{0} $.0 0	.0 0.0	10.0	0.0	10.0	0.0	10.0	0.0	l
Arriv. Type 5	5	5	5	5	5	5	15	5	
		.0 3.0	3.0	3.0	3.0	3.0	[3.0	3.0	
I Factor	1	.000	1	1.000	1	1.000		1.000	
	.0 2	.0 2.0	12.0	2.0	12.0	2.0	12.0	2.0	1
	.0 2	.0 2.0	12.0	2.0	12.0	2.0	12.0	2.0	1
Ped Min a		3.3	1	33.3	1	20.8	1	20.8	

															N 40.	4 0
Short Repo	rt															e 1 of
																18-
					SH	ORT	R	EPOF	?T							
General Info	ormation				<u> </u>	OKI		te Info		ion			********			
General IIII	Jimanon						1				EL C	CAMINO	REAL	@ ALC	3 <i>A</i>	
Analyst		US						ersec				F	RD.	_		
Agency or C		US						ea Ty				All oth	er are LSBA			
Date Perforr Time Period		09/1 PM F						risdict				YEAR 2				
Time r enou		1 141 1	form / TITA				An	alysis	Year	•			JEC 1			
Volume an	d Timing In	put														
				EB				WB				NB			SB	T
			LT	TH	RT			TH	RT		LT	TH	RT	LT	TH	RT
Num. of Lan	es		2	2	1	2		2	0	_	2	3	0	2	3	0
Lane group			L	T	R	L		TR			L	T		L.	TR	
Volume (vpl	1)	Ì	125	448	672			240	65	3	394	764			2161	130
% Heavy ve	eh		2	2	2	2		2	2		2	2		2	2	2
PHF			0.95	0.95	0.95			0.95	0.98	5 0	.95	0.95		0.95	0.95	0.95
Actuated (P.			<u>A</u>	A	<u>A</u>	$\frac{A}{2}$		<u>A</u>	A		<u>A</u> 2.0	A 20		A 2.0	A 2.0	A
Startup lost			2.0	2.0 2.0	2.0	2.0 2.0		2.0 2.0	╫		2. <i>0</i> 2. <i>0</i>	2.0 2.0		2.0	2.0	
Ext. eff. gree Arrival type	311		<u> </u>	5	5	5		5	-	-+-	5	5		5	5	
Unit Extensi	on		3.0	3.0	3.0	3.0		3.0	†		3.0	3.0		3.0	3.0	
	OR Volume		10	0	250			0	10		10			10		70
ane Width	· OTC VOIGINO		12.0	12.0	12.0			12.0	1		2.0	12.0		12.0	12.0	
Parking/Gra	de/Parking		Ν	0	N	1_{Λ}	ı	0	N		N	0	N	Ν	0	N
arking/hr									1							1
Bus stops/h	r		0	0	0	10		0	╅		0	0		0	0	
Unit Extensi			3.0	3.0	3.0			3.0	+-	十	3.0	3.0		3.0	3.0	
	Excl. Left	Thru		03			04	L	Evol			ru & RT		07		08
Phasing	G = 22.4	G =		G =	,	G =	V-T		$\Rightarrow = 2$			= 59.6	G=		G =	
Timing	Y = 5	Y = 8		Y =		Ϋ́Ξ			′ = 5			= 5	Y =		Υ=	
Duration of	Analysis (hrs	s) = 0.2	5								Су	cle Leng	th C =	140.	0	
Lane Gro	ир Сарас	ity, C	ontro	l Dela	y, a	nd L	OS	Det	erm	inat	ion					
			EB					/B				NB			SB	
Adj. flow rat	e	132	472	444	4	199	31	11		415	5	804		218	2338	
Lane group		521	480	450		521	 	55		468		2274		465	2265	
	vap.	 					╁			 		0.35			1.03	
v/c ratio		0.25	0.98	0.99		.96	0.0			0.8				0.47		
Green ratio		0.16	0.13	0.31	0	.16	0.	13		0.1	4	0.43		0.14	0.43	
Unif. delay	1t	51.5	60.9	48.2	5	8.3	58	3.2		58.	9	27.2		55.1	40.2	
Delay factor	· k	0.11	0.49	0.49	0	.47	0.2	24		0.4	2	0.11		0.11	0.50	
Increm. dela	ay d2	0.3	36.6	38.8	2	9.0	3.	.7		19.	2	0.1		0.7	27.8	
PF factor	<u>, </u>	0.873	0.902	2 0.70	4 0.	.873	0.8	902		0.88	39	0.506		0.889	0.506	5
Control dela	ay	45.2	91.5	72.8		9.9	56	5.1		71.	6	13.8		49.7	48.1	
Lane group		D	F	E		E	-	=		E		В		D	D	
Apprch. del			7.7		十		0.8			Т	30	3. <i>5</i>	I		48.3	
Approach L		ļ	E		+		E					C			D	
Intersec. de		 	3,8		十			Inf	ersec	tion					D	
intersec. de	ıdy	L 3.	J, U					## IL	01000					<u> </u>		Varsian A

Jim Lundquist Urban Systems

4540 Kearney Villa Rd, Suite 106

San Diego, CA 92123-1573

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OPERATIONAL ANALYSIS_____

Analyst:

USAI

Analyst:

Agency/Co.:

Date Performed:

Analysis Time Period:

Intersection:

Area Type:

Jurisdiction:

Analysis Year:

Project ID: 12 COSTA TOWN CENTER Project ID: LA COSTA TOWN CENTER

E/W St: AVIARA/ALGA RD.

N/S St: EL CAMINO REAL

VOLUME DATA_____

Eastbo	und	l Wes	stbou	nd	l Nor	thbou	nd	Sou	ıthboı	ınd
L T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
			,,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			······]		7.00
Volume 125 448	672	1474	240	65	394	764		1207	2161	
% Heavy Veh 2 2	2	12	2	2	12	2		12	2	2
PHF 0.95 0.9	5 0.95	10.95	0.95		10.95	0.95		10.95		0.95
PK 15 Vol 33 118	177	125	63	17	104	201		54	569	34
Hi Ln Vol			_			0		1	0	
% Grade 0			0		11000	2000		11000	2000	
Ideal Sat 1800 200	0 1800	1800	2000		1800	2000		1 1000	2000	
ParkExist		ļ			1			1		
NumPark	el		2	0	1 2	3	0	1 2	3	0
No. Lanes 2 2		2	∠ TR	•		Tr	U	L	TR	•
LGConfig L T		L			112.0	_		12.0		
Lane Width 12.0 12.		112.0	12.0	10	1 12.0	12.0				70
RTOR Vol	250	1400	311	10	415	804		218	2338	
Adj Flow 132 472	444	499	711		1 3 4 5	001		1		
%InSharedLn	000	1	0.0	100	i I	0.00	0.0	İ	0.0	00
		1 0	.186	.00	1 0	.000		i o	.027	
	0	1		0	1			i 1	0	
	0	10	0	-	io	0		io	0	
Buses 0 0 0 8 InProtPhase	0.0	1	V		1			İ		
Duration 0.25		Type:	All	other	areas					

	Ea L	stbou T	nd R	We	stbour T	nd R	No L	rthbound T	d So R L	outhbound T P	
	l			_!			!		0.0	0.0	
Init Unmet	0.0	0.0	0.0	[0.0	0.0		[0.0	0.0	1	0	!
Arriv. Type	1.5	5	5	15	5		5	5	5	5	1
	13.0	3.0	3.0	13.0	3.0		13.0	3.0	13.0	3.0	1
	10.0			, , , ,	1.00	`	1	1.000	1	1.000	1
I Factor	1	1.00	U	ı	T.00	J	1				
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0	2.0	2.0	1
Ext of q	12.0	2.0	2.0	12.0	2.0		12.0	2.0	12.0	2.0	
	12.0			1 2- + V			1	20.8	1	20.8	1
Ped Min g		33.3		I	33.3		ł	20.0	ı	۵٠٠٠	1

19-A 2010

					SHC	ORT R												- (
General Info	rmation								rmatic	on	F	L CAM	INI) RF	-AI @			1
Analyst		US,	ΑI			li r	nters	ect	ion			COSTA	D	EL N	<i>IAR</i>			
Agency or Co	o.	US.	ΑI		•		rea					All of						
Date Perform		09/1				J	urisc	dicti	on			CAF YEAR						
Time Period		AM P	EAK			A	naly	'sis	Year					EC7				
Volume and	l Timing Inp	ut	·			1			***************************************									
TOTALITY GIVE				EB			W	/B				NB				SB		
			LT	TH	RT	LT	II	Н	RT	L1		TH	-	₹T	LT	TH	RT	_
Num. of Lane	es		0	0	0	2	0)	1	0		3	′	2	1	3	0	
Lane group						L	<u> </u>		R			TR			L	T		_
Volume (vph)					133			112	<u> </u>		2501		18	57	1633	<u> </u>	_
% Heavy ve	h				,,	2	ļ		2	 		2		2	2	2	 	-
PHF						0.95	┼		0.95	 		0.95	4	95 4	0.95 A	0.95 A	 	\dashv
Actuated (P/						$\frac{A}{20}$	-		A 2.0	╀		A 2.0	├	4	2.0	2.0	 	4
			 			2.0	-		2.0	+		2.0	H	************	2.0	2.0	1	-
	n					5	-		5	╂──		5	╁		5	5	<u> </u>	1
Arrival type						3.0	╫		3.0	T		3.0	T		3.0	3.0	1	7
			10			10	+		60	10)	0	 	0	10.0	<u> </u>	-	1
Lane Width	eavy veh ated (P/A) up lost time eff. green al type Extension Bike/RTOR Volume Width ng/Grade/Parking ng/hr stops/hr Extension ing WB Only Y = 5 tion of Analysis (hrs)		10			12.0	╁		12.0	Ť		12.0	T		12.0	12.0	1	
	de/Parking		N		N	N	_	0	Ν	1_N		0	Τ,	N	Ν	0	Ν	٦
Parking/hr	act alking					1	1			忊			T					
Bus stops/hr						0	+		0	┰		0	T		0	0		
Unit Extensi						3.0			3.0	T		3.0	T		3.0	3.0		
Phasing		0:	2	03		04	1	T	SB Or	ıly	T	ru & R	T		07		08	
		G =		G=		G =			e = 20	.0		= 70.0)	G =		G =		
Timing		Υ =		Υ=		Υ=		Y	<u> = 5</u>			= 5		Y =		Y =		4
Duration of /	Analysis (hrs) = 0.2	5								_	cle Ler	ıgti	n C =	= 120.	0		4
Lane Gro	up Capaci	ty, C	ontro	<u>l Dela</u>	ıy, aı			<u> </u>	ermir	natio	on							_
			EB			V	VB	·				NB				SB		_
Adj. flow rate	е				140)		55	5		2	862			60	1719		
Lane group	сар.				407	7		18	8		3	076			279	4228		
v/c ratio					0.34	4		0.2	29		C	9.93			0.22	0.41		
Green ratio			<u> </u>		0.1	3	,	0.1	3		C),58			0.17	0.79		
Unif. delay			_		48.	0		47	.7		2	2.8			43.2	3.8		
Delay factor					0.1	1		0.1	11		0).45	Г		0.11	0.11		
					0.5	,		0.	9		T	5.9			0.4	0.1		
PF factor	rem. delay d2 factor				0.90			0.9	05		0	.120	Γ		0.867	0.240		
Control dela	av		1		43.	9		44	.0		1	8.6			37.8	1.0		
Lane group	<u> </u>	1			D			L.	7		T	А	Π		D	A		
Apprch. del						44.0		. 			8	.6				2.2		
Approach L						D					,	A				Α		
Intersec. de			7.7					Inte	rsection	on LO)S					Α		

19-B

Agency or Co. USAI Date Performed PM PEAK Agency PATE PROJECT						SHC	ORT R	EP	OF	RT								
May Start USA September COSTA DEL MAR All other areas CARLSRAD September	General Info	ormation					S	ite I	nfo	rmati	on							
EB		ned	US 09/1	AI 1/08			A J	rea · urisd	Tyr licti	oe ion		E	COSTA All of CAR YEAR	he RLS 20	EL I r are SBAI 10 V	MAR as D VITH		
LT TH RT LT TH RT LT TH RT LT TH RT LT TH RT LT TH RT LT TH RT RT RT RT RT RT R	Volume an	d Timing Inp	out															
Num. of Lanes						I			*****		<u> </u>			Ι.	-			LDT
American group	Num of Lan												 				 	
195 130		.65		Ü		0		+-			+			 		ļ		
		. \						-			╀—				· ·		<u> </u>	
Control of Analysis (hrs) = 0.25			····								╫			1		<u> </u>		
A	PHF	21				<u> </u>		-			1						i de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	
Startup lost time		/A)			 			<u> </u>			1			<u> </u>				
Ext. eff. green					†			1			十一					2.0		
Same State Sam							2.0			2.0			2.0			2.0	2.0	
Ped/Bike/RTOR Volume	Arrival type						5			5			5			5		
Anne Width	Unit Extensi	on					3.0			3.0						3.0	3.0	
Parking/Grade/Parking	Ped/Bike/RT	OR Volume		10			10			60	1	0			0		ļ	
Parking/hr Bus stops/hr Bus sto	Lane Width						12.0			12.0			12.0	L		12.0	12.0	
Sus stops/hr	Parking/Gra	de/Parking		Ν		Ν	N	()	Ν	٨	I	0		V	Ν	0	Ν
Dilit Extension Signature	Parking/hr							<u> </u>									<u> </u>	
Phasing WB Only 02 03 04 SB Only Thru & RT 07 08	Bus stops/hi	r					0			0			0	L		0	0	
Comparison Com	Unit Extensi	on					3.0			3.0			3.0	L		3.0	3.0	
Control of Analysis (hrs) = 0.25	Phasing	WB Only	02	2	03	}	04			SB Or	าly	Tł	ru & R	T		07	(08
Couration of Analysis (hrs) = 0.25	Timing										0.0							
Adj. flow rate		1			Υ=		Υ =		ΙY	= 5					<u> </u>			
Adj. flow rate EB WB NB SB Adj. flow rate 205 74 1631 188 3322 Lane group cap. 407 188 3100 279 4228 Mc ratio 0.50 0.39 0.53 0.67 0.79 Green ratio 0.13 0.13 0.58 0.17 0.79 Unif. delay d1 49.0 48.3 15.0 46.9 6.9 Delay factor k 0.11 0.11 0.13 0.25 0.33 Uncrem. delay d2 1.0 1.4 0.2 6.3 1.0 Der factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A														gti	10=	120.	U	
Adj. flow rate 205 74 1631 188 3322	Lane Gro	up Capaci	ty, Co			ıy, ar			et	ermi	nati	on			—т			
Approach LOS 407 188 3100 279 4228 3100 279 4228 3100 31				EB				√B					NB				·	
A/C ratio 0.50 0.39 0.53 0.67 0.79 Green ratio 0.13 0.13 0.58 0.17 0.79 Jnif. delay d1 49.0 48.3 15.0 46.9 6.9 Delay factor k 0.11 0.11 0.13 0.25 0.33 Norrem. delay d2 1.0 1.4 0.2 6.3 1.0 PF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	Adj. flow rat	е				205			74			1	631			188	3322	
Green ratio 0.13 0.13 0.58 0.17 0.79 Unif. delay d1 49.0 48.3 15.0 46.9 6.9 Delay factor k 0.11 0.11 0.13 0.25 0.33 Increm. delay d2 1.0 1.4 0.2 6.3 1.0 PF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	Lane group	сар.				407			18	8		3	100			279	4228	
Unif. delay d1 49.0 48.3 15.0 46.9 6.9 Delay factor k 0.11 0.11 0.13 0.25 0.33 Increm. delay d2 1.0 1.4 0.2 6.3 1.0 PF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	v/c ratio					0.50) .		0.3	9		0	.53			0.67	0.79	
Delay factor k 0.11 0.11 0.13 0.25 0.33 Increm. delay d2 1.0 1.4 0.2 6.3 1.0 PF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	Green ratio					0.13	3		0.1	3		0	.58			0.17	0.79	
ncrem. delay d2 1.0 1.4 0.2 6.3 1.0 PF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	Unif. delay o	d1				49.0)	1	48.	3	***************************************	1	5.0			46.9	6.9	
OF factor 0.905 0.905 0.120 0.867 0.240 Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approach LOS D A A A	Delay factor	·k				0.11			0.1	1		0	.13			0.25	0.33	
Control delay 45.4 45.1 2.0 47.0 2.7 Lane group LOS D D A D A Approh. delay 45.3 2.0 5.1 Approach LOS D A A A	Increm. dela	ay d2				1.0			1.4	1		(0.2			6.3	1.0	
Approach LOS	PF factor					0.90	5		0.90	05		0	.120			0.867	0.240	
Approh. delay 45.3 2.0 5.1 Approach LOS D A A	Control dela	ıy				45.4	1	1	45.	1		7	2.0			47.0	2.7	
Approach LOS D A A	Lane group	LOS				D		\dashv	D			T	A	*******		D	А	
	Apprch. dela	ay					45.3					2	.0				5.1	
ntersec. delay 6.2 Intersection LOS A	Approach L	os					D					/	4				Α	
	Intersec. de	lay		6.2				lr	nter	sectio	on LO	วร					Α	

hort Report														Page	1 of 1
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				SHC			ORI								
Beneral Information						Site	Inforr	natio		150	ים מי	=	AMP/LA		
outo, orranna	USA USA 09/11/ PEAK	\I /08	R			Area Juris	sectio Type diction ysis Y	٦) H	COS NI oth CAR EAR 2	TA A' ner ar 'LSB/	eas AD WITH		
Volume and Timing Inpu	t														
			EB				WB				NB			SB	5-
		LT	TH	RT	L.		TH	RT	LI		TH	RT	LT	TH	RT
Num. of Lanes		0	2	0	2	_	2	0	0	_	0	0	1	1	1
ane group			TR		<u></u>		T		<u> </u>	_ _			L	LT	R
/olume (vph)			470	85	50		340		 				584 2	10 2	392 2
% Heavy veh			2 0.95	2 0.95	0.9		2).95		┼─	+			0.95	0.95	0.95
PHF Actuated (P/A)			0.95 A	0.95 A	0.9 A		A			-			A	A	A
Startup lost time			2.0		2.0		2.0						2.0	2.0	2.0
Ext. eff. green			2.0		2.0	0 /	2.0						2.0	2.0	2.0
Arrival type			5		5		5		ļ	_			5	5	5
Jnit Extension			3.0		3.0	0	3.0		ļ		·		3.0	3.0	3.0
Ped/Bike/RTOR Volume		0		0					0	_			0	40.0	0
_ane Width			12.0		12.		2.0		ļ.,	_			12.0	12.0	12.0
Parking/Grade/Parking		Ν	0	Ν			0	N	N	_		N	<u> N</u>	0	l N
Parking/hr									ļ			<u> </u>	+	+	
Bus stops/hr			0	<u> </u>	0		0	ļ	ļ	_		<u> </u>	0	0	0
Unit Extension			3.0		3.		3.0		<u> </u>			<u> </u>	3.0	3.0	3.0
Phasing Thru & RT			03)4		B Onl = <i>35.</i>		G =)6	 G	07	G =	08
Tioning L	G = 4 Y = 5		G = · Y =		G = Y =			= 30. = 5		<u> </u>		$-\frac{3}{7}$		Y =	
Duration of Analysis (hrs)			1							·	Len		= 120		
Lane Group Capacit	v Co	nfro	l Dela	v. a	nd L	OS I	Dete	rmin							
Lane Group Capacit	<u>,, </u>	EB		,,		WB				NI	3			SB	
Adj. flow rate		584	T	53	6	358	<u> </u>						467	159	413
Lane group cap.		912		108		2333			,				489	492	437
		ļ		0.4		0.15		_		-	_		0.96	0.32	0.95
v/c ratio		0.64	_			0.13				├	-		0.29	0.29	0.29
Green ratio		0.25	_	0.3			_ -	-+	·····	╂—	\dashv			33.2	41.6
Unif. delay d1	<u> </u>	40.2		31.		9.3	_	-		 	\dashv		41.7		
Delay factor k	<u></u>	0.22		0.1		0.11		_		1	_		0.46	0.11	0.46
Increm. delay d2	<u> </u>	1.5		0.		0.0		_		<u> </u>	_		29.5	0.4	29.5
PF factor		0.778	3	0.6	67	0.133	3						0.725	0.725	0.725
Control delay		32.8		21	.6	1.3							59.8	24.5	59.7
Lane group LOS		С		C	;	Α							E	С	E
Apprch. delay		32.8			13	.5								54.4	
Approach LOS		С		1	Е	3								D	
	£						Inters						1	С	

hort Report														Page	1 of 2
				SHC	RT	RF	POR	T							
Seneral Information				<u> </u>	/! \ !			rmati	on						
ACTION AND AND AND AND AND AND AND AND AND AN						<u> </u>	ersect]-	5 SB O				
nalyst	USAI					1						TA AV her are			
gency or Co. Date Performed	USAI 09/11/0						a Typ isdicti				CAF	RLSBA	D		
	PEAK I		₹			1	alysis				YEAR				
					<u> </u>	<u> </u>	ary oro				PR	OJEC	<u> </u>		
Volume and Timing Inpu	<u>t</u>		EB				WB		Т		NB		<u> </u>	SB	
	-	LT	TH	RT	+	Т	TH	RT	7	LT	TH	RT	LT	TH	RT
lum, of Lanes		0	2	0			2	0		0	0	0	1	1	1
ane group	_		TR				T	1	\dashv				L	LT	R
/olume (vph)			630	70	48		651	1	\top				363	15	228
% Heavy veh			2	2	2		2						2	2	2
PHF				0.95	0.9	-	0.95						0.95	0.95	0.95
Actuated (P/A)			<u>A</u>	Α	1 /		<u>A</u>		4			<u> </u>	2.0	A 2.0	2.0
Startup lost time			2.0 2.0		2.	0	2.0 2.0			***************************************		 	2.0	2.0	2.0
Ext. eff. green Arrival type			5			5	5		_			 	5	5	5
Init Extension			3.0		3.		3.0	1	\neg				3.0	3.0	3.0
Ped/Bike/RTOR Volume		0		0	1					0			0		0
ane Width			12.0		12	2.0	12.0						12.0	12.0	12.0
Parking/Grade/Parking		Ν	0	Ν	1	٧	0	Ν		Ν		N	N	0	N
Parking/hr															
Bus stops/hr			0		(0	0					<u> </u>	0	0	0
Unit Extension			3.0		3	.0	3.0				<u> </u>		3.0	3.0	3.0
	WB Or		03			04		SB O			06		07		08
	3 = 40		G =		G=) = 3			=	G:		G = Y =	
Y = 5	/ = 5 - 0.25		Υ =		Y =		<u> </u>	′ = 5		V Y	= /cle Ler	Y =			
Duration of Analysis (hrs) : Lane Group Capacity	= 0.25 • Car	2620	Dolo			20	Dof	ormi	na			igtii O	120		
Lane Group Capacit	y, Goi		Dela	y, aı	IU L	WE		Gilli	IIA	LIOI	NB		······································	SB	
		EB				3					110		290	108	240
Adj. flow rate		737	_	50		685				-				494	437
Lane group cap.		919		108		233							489		1
v/c ratio	(0.80		0.4	7	0.29			<u> </u>				0.59	0.22	0.55
Green ratio	(0.25		0.3	3	0.63	3						0.29	0.29	0.29
Unif. delay d1		42.2		31.	6	10.	3						36.4	32.2	35.8
Delay factor k		0.35		0.1	1	0.1	1						0.18	0.11	0.15
Increm. delay d2		5.2		0.	3	0.1	1						1.9	0.2	1.5
PF factor	(0.778		0,6	67	0.13	33						0.725	0.725	0.725
Control delay		38.0		21	4	1.4	1						28.3	23.6	27.5
Lane group LOS		D		С	}	A							С	C	C
Apprch. delay	3	8. <i>0</i>			9	.9								27.2	
Approach LOS		D				A								С	
Approach LOS														C	

					SH	OR'	TRI	EPC)R	T							
General Info	ormation						Si	te In	ıfor	matio							
Analyst Agency or C Date Perforr Time Period	ned	US. US. 09/11 1 PEAR	AI 1/08	IR			Ar Ju	terse ea T risdi nalys	ypo	е			COST All oth CAR EAR 2	FF RAN FA AVE er area LSBAD 2010 W DJECT	s S		
Volume an	d Timing Inp	ut															
				EB	T			V		r			NB	1 5-		SB	T
Num, of Lan			LT 1	TH 2	R'	- -	LT 0	T1-		RT 1	L7 0		TH 1	RT 2	LT O	TH O	RT 0
	103		L	T	Ť	-		T		R	Ť		LT	R	<u>Ľ</u>	l	
Lane group	.1		185	868	╫			789		531	60		7	499			
Volume (vpl % Heavy ve			0	2	╫			2	7	2	2		2	2	<u> </u>		
PHF			0.95	0.95		_	·	0.9	5	0.95	0.9	5	0.95	0.95			
Actuated (Pa	/A)		Α	A				Α		Α	Α		Α	Α			
Startup lost	time		2.0	2.0				2,0		2.0			2.0	2.0			
Ext. eff. gree	en		2.0	2.0				2.0	****	2.0			2.0	2.0			
Arrival type			5	5	<u> </u>			5		5	ļ		5	5		ļ	
Unit Extensi			3.0	3.0	<u> </u>			3.0		3.0			3.0	3.0		ļ	
	TOR Volume				<u> </u>		0	0		100	0			0	0		
Lane Width			12.0	12.0	<u> </u>	_		12.		12.0			12.0	12.0		 	·
Parking/Gra	ide/Parking		Ν	0	N		Ν	10)	Ν	N		0	Ν	N		N
Parking/hr		<u> </u>			ļ			<u> </u>						ļ	<u> </u>	ļ	<u> </u>
Bus stops/h	r		0	0			######################################	0		0	ļ		0	0	<u> </u>		<u> </u>
Unit Extensi	ion		3.0	3.0	<u> </u>			3.	0	3.0			3.0	3.0			
Phasing	EB Only	Thru 8	≩ RT	03			04		N	IB Only			06)7)8
Timing	G = 25.0 Y = 5	G = 4 Y = 5		G = Y =		G =				= 40.0 = 5		} = ′ =		G = Y =		G = Y = '	
Duration of	Analysis (hrs	<u> </u>					.,		<u></u>				e Lenc	th C =	120.0		
	up Capaci			l Dela	v. a	nd	LOS	S De	ete	rmina		×					
	ир оприо	"	EE		,,			ΛΒ				_	NB		T	SB	
Adj. flow rat	'e	195	914				831		45	54		T	70	525			T
Lane group		356	217		\top	t	178		┼	62		- 	63	885		1	1
v/c ratio		0.55	0.4		\top		0.4	7	 	43		0	.12	0.59			
Green ratio		0.21	0.5				0.3	3	0.	71		0	.33	0.33			1
Unif. delay		42.4	13.		_		31.		╄	.3			7.8	33.2	1		
Delay factor		0.15	0.1		十		0.1	1	0.	11	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	.11	0.18			T
Increm. dela		1.8	0.1				0.2	2	0	.3		(0.1	1.1			1
PF factor		0.825	0.1.	20			0.6	67	0.	171	· ····································	0.	667	0.667			
Control dela	ay	36.8	1.8	3			21.	2	1.	.5		1	8.6	23.2			
Lane group	LOS	D	Α				С		/	4		T	В	С			
Apprch. del	ау		7.9				14.3	}				22	2.7				
Approach L	os		Α				В					(2				
Intersec. de	elay		13.6						Int	ersecti	on L	os				В	

					SHO	ORT	RE	ΕPO	RT									
General Info	rmation						Sit	e Inf	forn	natior	_		110 05		100	// ^		
Analyst Agency or Co Date Perform Time Period	ned	USA USA 09/11 1 PEAK	41 108	R			Are Jui	erse ea Ty risdic ialysi	ype ctior	1			EAR 2	"A AVI er are LSBAI	Ξ. as Ο VITŀ			
Volume and	l Timing Inp	ut													1		0.0	
				EB			т Т	WI TH		RT	L	- 1	NB TH	RT	╁	LT	SB TH	RT
Num. of Lane	36		LT 1	TH 2	RT 0		- !)	3	+	1	0		1	2		0	0	0
	J3		L.	T				T	十	R			LT	R	┪			
Lane group Volume (vph	\		120	873		_		926	; †	296	20:	5	5	702	十			
% Heavy ve			0	2		_		2		2	2		2	2				
PHF	.,		0.95	0.95				0.95	5	0.95	0.9	_	0.95	0.95				
Actuated (P/	A)		Α	A				Α		<u>A</u>	A		<u>A</u>	A	4			
Startup lost t			2.0	2.0				2.0		2.0			2.0 2.0	2.0				
Ext. eff. gree	n		2.0	2.0				2.0 5	_	2.0 5			2.U 5	5	-			
Arrival type			5	5 3.0				3.0	, -	3.0			3.0	3.0	╁			
Unit Extension			3.0	3.0			ō	0		100	0		3.0	0.0	╁	0		
Ped/Bike/RT	OR Volume		12.0	12.0	-		<u> </u>	12.0	2	12.0	ا ّ		12.0	12.0	-			
Lane Width	do/Dorking		12.0 N	0	N		N	0		N	l N	·	0	N	十	N		N
Parking/Grad	de/Parking	····	10	 	- ' '			۲			╁		<u> </u>					<u> </u>
Parking/hr			0	0	-	-		0		0	1		0	0	十			
Bus stops/hr Unit Extensi			3.0	3.0	ļ			3.0		3.0	 		3.0	3.0	十			
	EB Only	Thru 8	<u> </u>	03	<u> </u>	 _	04		1	B Only	' T		06		07			08
Phasing	G = 30.0	G = 3		G =		G =				= 40.0		G =		G=			G =	
Timing	Y = 5	Y = 5		Υ=		Y =			Y	= 5		Y =		Y =			Y =	
Duration of A	Analysis (hrs	() = 0.2	5									_	le Lenç	th C =	= 1	120.0)	
Lane Gro	ир Сарас	ity, Co	ontro	l Dela	y, a	nd L	<u>_O</u>	S De	ete	rmin	atic	n						
			E					WB					NB	g-b			SB	
Adj. flow rat	е	126	919	9			97	5	20	6		12	221	739				
Lane group	сар.	428	217	'8			155	58	100	00			561	885	_			
v/c ratio		0.29	0.4	2			0.6	3	0.2	21		C).39	0.84	_			
Green ratio		0.25	0.5	8			0.2	9	0.6	57		C).33	0.33				
Unif. delay	1 1	36.4	13.	8			36.	8	7.	7		3	30.7	37.0				
Delay factor	k	0.11	0.1	1			0.2	?1	0.	11		(0.11	0.37				
Increm. dela	ay d2	0.4	0.	1			0.8	8	0.	1			0.5	7.0				
PF factor		0.77	3 0.1	20			0.7	25	0.1	50		C	.667	0.667	<u> </u>			
Control dela	зу	28.7	1.8	3			27.	.5	1.	3		2	20.9	31.6				
Lane group	LOS	С	Α				С)	1	4			С	С				
Apprch. del	ау					22.9	9				2	9.2						
Approach L	os		Α				С						С					
Intersec. de	elay		18.9						Int	ersect	ion	LOS	3				В	

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			SHO	RT RE									
General Information				Sit	e infor	mati		4.00	CT4 4	\/F: /F)/	DAELL	0	
Agency or Co. Date Performed 09,	ISAI ISAI /11/08 AK HOL	IR		Are Jur	ersection ea Type isdiction alysis `	e on	L	,	S All othe CARL EAR 20	VE./PI er area SBAD 010 WI JECT	S		VA
Volume and Timing Input													
		EB			WB				NB			SB	
	LT	TH	RT	LT	TH	R'	<u> </u>	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	1	4	0	_	1	0	1	0	0	0
Lane group		TR		L	T	<u> </u>		L		R			<u> </u>
Volume (vph)		1167	200	75	1210			110		65		<u> </u>	ļ
% Heavy veh		2	0	0	2	╂		2		2		<u> </u>	
PHF		0.95	0.95	0.95	0.95	┿	+	0.95 A	A	0.95 A	<u> </u>	 	-
Actuated (P/A)	_	A 2.0	Α	2.0	2.0	+		2.0	A	2.0	<u> </u>		†
Startup lost time		2.0	-	2.0	2.0	-		2.0 2.0		2.0	 	-	†
Ext. eff. green		5	-	$\frac{2.0}{5}$	5	┪	一十	<u> </u>	<u></u>	5		†	1
Arrival type Unit Extension	-	3.0	\vdash	3.0	3.0	1	十	3.0	<u> </u>	3.0	1	1	T
Ped/Bike/RTOR Volume	10	3.0	0	10.0	+	╫	-	0		0	0		
Lane Width	╅	12.0	Ĭ	12.0	12.0	1	_	12.0		12.0		-	
Parking/Grade/Parking	 N	0	N	N	0	+		N	0	N	N	1	N
Parking/Oradon anting		<u> </u>	 				十			<u> </u>			
Bus stops/hr	_	10	 	0	0	_	\dashv	0		0			1
Unit Extension	_	3.0	-	3.0	3.0	1	\neg	3.0		3.0			1
	u & RT	03		04		NB O	nlv		06	<u></u>	07		08
<u> </u>	= 55.0	G =		G =		= 10		G =		G =	<u> </u>	G=	
Timing $\frac{G - 70.0}{Y = 5}$ $\frac{G - 70.0}{Y = 5}$		Y =		Y =		= 5		Y =	·	Y =		Y =	
Duration of Analysis (hrs) = 0		<u> </u>						Cycl	e Leng	yth C =	90.0		
Lane Group Capacity,	Contro	ol Dela	ıy, ar	nd LOS	Dete	∍rmi	nat	ion					
	E		Ť		VΒ		T		NB			SB	
Adj. flow rate	143	9	79) 12	74		11	6		68			
Lane group cap.	223		19		39	·	18	36		167			
v/c ratio	0.64		0.4		23		0.6	32		0.41	1		1
Green ratio	0.61		0.1		78	 ,	0.1	11		0.11	<u> </u>		
Unif. delay d1	11.2		37.		.7		38	.2		37.2			
Delay factor k	0.22		0.1		11		0.2	21		0.11			
Increm. delay d2	0.6		1.	5 0	.0		6.	4		1.6			
PF factor	0.12	29	0.9	17 0.2	225		0.9	917		0.917			
Control delay	2.1		35	.6 0	.6		41	.4		35.8			
Lane group LOS	Α		E) /	A)		D			
Apprch. delay	2.1			2.7				39).3				
Approach LOS	Α			Α				L)				,
Intersec. delay	4.7				ln	terse	ctior	LOS				Α	. <u></u>

					SH	OR	TRE										
General Inf	ormation						Site	Info	<u>orn</u>	natio							
Analyst Agency or C	So.	US. US.	AI				Are	rsec a Ty	φe				S All oth	AVE./Pi ST. er area	s	S	
Date Perfori Time Period		09/11 И РЕАН		<i>IR</i>			-	sdic alysis				Y	EAR 2	LSBAD 1010 W DJECT			
Volume an	d Timing Inp	out											····	***************************************			
	<u> </u>			EB				W			\Box		NB			SB	·
			LT	TH	RT		LT	TH	Щ	RT	4	LT	TH	RT	LT	TH	RT
Num. of Lar	nes		0	2	0		1	4		0	_	1	0	1	0	0	0
ane group				TR			L	T				L		R			<u> </u>
√olume (vpl	h)			1520	55		80	111	7		\bot	105		36	<u> </u>		<u> </u>
% Heavy v	eh			2	0		0	2			4	2		2	ļ		ļ
PHF	. ()			0.95	0.98		0.95	0.98	5		┩	0.95		0.95			
Actuated (P				A 2.0	A		<u>A</u> 2.0	A 2.0	,		┪	<u>A</u> 2.0	A	A 2.0	 	<u> </u>	
Startup lost Ext. eff. gre				2.0			2.0 2.0	2.0			-	2.0		2.0	I		<u> </u>
Arrival type	0.1			5		+	5	5	_		1	5		5	†		
Unit Extens	ion			3.0	T	1	3.0	3.0	5		T	3.0		3.0	1		
	TOR Volume		0		0	_			**********		7	0	-	0	0		1
Lane Width				12.0		1	12.0	12.0	0		7	12.0	************	12.0			A DAVIS OF THE PARTY.
	ne vvidin rking/Grade/Parking			0	Ν	T	N	0		Ν	┪	Ν	0	N	N		Ν
Parking/hr	<u> </u>					<u> </u>			-		7						
Bus stops/h	r			0		T	0	0			7	0		0			
Unit Extens				3.0		1	3.0	3.0	<u>)</u>		寸	3.0		3.0			
Phasing	WB Only	Thru 8	≩ RT	03	<u> </u>	<u> </u>	04	1	N	3 On	ly	1	06		07	()8
	G = 10.0	G = 5		G =		G=				: 10.		G =		G =		G =	
Timing	Y = 5	Y = 5		Υ=		Y =	=		<u> </u>	5		<u> </u>		Y =		Y =	
	Analysis (hrs												e Lenç	oth C =	90.0		
Lane Gro	oup Capaci	ity, Co			<u>y, a</u>	nd			<u>ter</u>	min	ai	tion					
			E	3		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	W	В					NB			SB	
Adj. flow ra	te		1658	3	8	34	117	'6	L		11	11		38			<u> </u>
Lane group	сар.		2271		1	90	553	39	Γ		18	36		167			
v/c ratio			0.73		0.	44	0,2	1			0.6	50		0.23			
Green ratio			0.61		0.	11	0.7	8	- Common		0.	11		0.11			
Unif. delay	d1		12.3		3	7.4	2.7	7	T		38	.1		36.5			1
Delay facto			0.29		0.	11	0.1	1	1		0.	19		0.11			
	ncrem, delay d2					.6	0.0		十		5.	2		0.7			
PF factor				9		917	0.2		T		0.9	917		0.917			T
	ontrol delay			_		5.9	0.0		T		40).1		34.1			
Lane group			2.8 A			D	A		+		Ĺ	, 		С			<u> </u>
Apprch. de	······································	1	2.8				3.0			<u> </u>	Г	38.	.6				
Approach L		1	А		1		Α					D)				
Intersec. de		 	4.6						nte	rsect	ior	LOS				Α	
	,	L															····

					SH	ORT										
General Info	rmation						Site	Info	rma	ion			4 1 2000	A		
۸۱		110	Λ.Ι	-			Inte	rsect	on		LA CC		AVE./S. RD.	AXON	Y	
Analyst Agency or Co	0.	US, US,					Area	а Тур	е		,		വ. er area	s		
Date Perform		09/11						sdicti					LSBAD			
Time Period	All	A PEAR	(HOL	IR			Ana	llysis	Year	r	Y		010 W JECT	ITH		
							l			-		PRU	JECT			
Volume and	d Timing Inp	out		EB				WB				NB		T	SB	
			LT	TH	RT		ΤI	TH		₹T	LT	TH	RT	LT	TH	RT
lum. of Lan	es		0	2	0	1	 i	2	()	1	0	1	0	Q	0
ane group				TR	 	L	_	T	1		L		R			
/olume (vph	1)			1156	76	10		1237	_		48		52	<u> </u>	†	
% Heavy ve				2	0	0		2			2		2			
PHF				0.95	0.95	5 0.9) 5	0.95			0.95		0.95			
Actuated (P/				Α	Α	A		Α			A	<u>A</u>	A	<u> </u>		<u> </u>
Startup lost t				2.0	<u> </u>	2.		2.0			2.0		2.0	 	 	ļ
Ext. eff. gree	en		ļ	2.0	—	2.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2.0 5	+		2.0 3	<u> </u>	2.0 3	 	 	
Arrival type				5	┼	3.		3.0	+		3.0	<u> </u>	3.0	 	 	
Jnit Extensi			0	3.0	0	J.	<u> </u>	3.0	_		0		0	0		
	OR Volume	A. T. C. C. C. C. C. C. C. C. C. C. C. C. C.	U	12.0	10	12		12.0	┪		12.0		12.0	1	-	
ane Width	do/Darkina		Ν	0	N	1/2		0		N	N	0	N	T _N	 	N
Parking/Grad	de/Parking		7.0	0	 		V	<u> </u>	┪	7.0	, , , , , , , , , , , , , , , , , , ,		-	 ``		╁
Parking/hr Bus stops/hi	·			0	-	1	<u> </u>	0	\dashv		0		0			
Unit Extensi		,		3.0	1	3.		3.0	┪		3.0	<u> </u>	3.0	-	1	
	WB Only	Thru 8	R. DT	03			04	1	NB ()nlv	<u> </u>	06		<u>.</u> 07		08
Phasing	G = 10.0	G = 6		G =	<u></u>	G =) =		G =		G =		G =	
Timing	Y = 5	Y = 5		Y =		Y =		١	' = £	5	Y =		Y =		Υ=	
Duration of A	, Analysis (hrs	0.2	5								Cycl	e Lenç	yth C =	90.0		
Lane Gro	up Capac	ity, Co	ontro	l Dela	ıy, a	nd L	os	Det	erm	ina	tion					
			El				W					NB			SB	
Adj. flow rat	е		1297	7	1	12	130	12		5	51		55			
Lane group		_	2263	3	1	90	290	3		10	86		167			
v/c ratio	It	_	0.57		<u> </u> 0.	59	0.4	5		0.	27		0.33			1
Green ratio			0.61			11	0.7			0.	11		0.11	1		
Unif. delay	····	_	10.5			8.0	3.4				6.7		36.9		1	1
Delay factor			0.17			.18	0.1				11		0.11			1
			0.4			1.8	0.1			_ _	0.8		1.2			
PF factor	ocrem, delay d2			9		917	0.2				000		1.000			
	ontrol delay			-		9.6	0.9				7.5		38.1			1
	ne group LOS					D.	A				D		D			
Apprch. del			1.7				.9		<u> </u>	+	37	.8	<u> </u>			L
	pproach LOS A						A			十	E)				
Intersec. de		1	4.2		_			lr	terse	ectio	n LOS				А	
mireraco, uc	/IUJ		1,64		L_											

hort Report														Page	1 of 1 2,-
				CUC	DT	DE	POR	т							
Sanaral Information				SHL	JK I		Infor		าก						
General Information						 				LA CC	STA	AVE./S/	4XON)	/	
nalyst gency or Co.	US/ US/	41				Are	rsection a Typo Isdiction	е	•		F All oth	RD. er area LSBAD			
oate Performed ime Period P	09/11 M PEAK		'R			Į .	alysis `			Y	EAR 2	010 WI DJECT	TH		
Volume and Timing In	put						1445				N.D		ı	SB	
		1	EB	RT	╂-	T	WB TH	RT	_	LT	NB TH	RT	LT	TH	RT
Jum. of Lanes		LT O	2	0	- - - 		2	0		1	0	1	0	0	0
		<u> </u>	TR		+		T	╁Ť		<u>.</u> L		R		-	
.ane group			1472	64	7	_	1151	-	+	46		98			
/olume (vph) % Heavy veh			2	04	+		2	_	-	2		2	1		<u> </u>
% neavy ven PHF			0.95	0.95		~~~	0.95	1		2.95		0.95			
Actuated (P/A)			Α	Α	7		Α			Α	Α	Α			
Startup lost time			2.0		2.		2.0			2.0	ļ	2.0			
Ext. eff. green			2.0		2.		2.0		_	2.0	ļ	2.0			<u> </u>
Arrival type			5		1		5 3.0		-	3.0	 	3.0		<u> </u>	
Unit Extension			3.0	0	3.	U	3.0		_	0		0	0	<u> </u>	
Ped/Bike/RTOR Volume _ane Width		0	12.0	<u> </u>	12	2.0	12.0	_	-	12.0		12.0	<u> </u>		
ane vviouri Parking/Grade/Parking		N	0	N		V	0	N	}-	N N	10	N	N		N
Parking/Grade/Parking		<u> </u>	<u> </u>	┷		<u> </u>	<u>-</u> -				Ť				
Bus stops/hr			0)	0	-	一十	0		0	 		
Jnit Extension	derminen open of the life and t		3.0	 		.0	3.0	<u> </u>		3.0	-	3.0	-		
Phasing WB Only	Thru 8	R RT	03			04		NB Or	niv		06		07	1 ()8
G = 10.0	G = 5		G =		G≓	<u> </u>		= 10		G =		G =		G =	
Fiming $Y = 5$	Y = 5		Υ=		Υ=		Y	= 5		Y =		Y =		Y =	
Duration of Analysis (hr	s) = 0.28	5									e Len	gth C =	90.0		
Lane Group Capac	ity, Co	ontro	l Dela	y, aı	nd L	OS	Dete	ermii	nat	ion					
		E				W					NB			SB	
Adj. flow rate		1616)	8	1	12:	12		48	3		103	1		
Lane group cap.		2269)	19	0	290	23		18	6		167			
v/c ratio		0.71		0.4	43	0.4	12		0.2	26	<u></u>	0.62			
Green ratio	_	0.61		0.		0.7			0.1			0.11		1	-
Unif. delay d1		12.1			.3	3.			36.			38.2	1	1	
		0.28			11	0.1			0.1			0.20		 	
Delay factor k		1.1			5	0.			0. 1			6.7	-		
Increm. delay d2					.5 917		225			000		1.000	1		1
PF factor		0.12				0.2			37			44.9	-		
Control delay		2.6			5.8	┿			╂			D D		-	
Lane group LOS		Α		[)	/	1		L			L D			
Apprch. delay		2.6		_	3	3.0			<u> </u>		2.5			····	
Approach LOS		Α				Α				Ε)				
Intersec. delay		4.8					ln'	tersec	tion	LOS				<u> </u>	
ersec. delav		4.8					ln'	tersec	tion	LOS				A	

					SHC	RTR	EP	OR	₹T							•
General Info	rmation					s	ite l	nfo	rmat	ion						
Analyst Agency or Co Date Perforn Time Period		L 09)	ISAI ISAI 111/08 PEAK	-		A J	nters irea urisc inaly	Typ licti	e		EL	YEAR.	TA A her al RLSB	VE. reas AD WITH	A	on management of the second
Volume and	d Timing I	nput														
				EB			W					NB			SB	
			LT	TH	RT	LT	Th	1	RT	<u> </u>		TH 3	RT 0	LT 2	TH 3	RT 1
Num. of Land	es		2	2	1	1	2	_	1	$\frac{2}{i}$			0		$\frac{1}{T}$	R
Lane group			L	T	R	L 460	T		R	L 25	^	TR	50	L. 98	1108	560
Volume (vph % Heavy ve			492	341 2	375 2	169 2	533 2	3	156 2	25 2		2071 2	2	2	2	2
% neavy ve			0.95	0.95	0.95	0.95	0.9	5	0.95	0.9		0.95	0.95	0.95	0.95	0.95
Actuated (P/	A)		A	A	A	A	A	_	Α	A		Α	A	Α	A	Α
Startup lost t			2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0	2.0	2.0
Ext. eff. gree	en		2.0	2.0	2.0	2.0	2.0	2	2.0	2.0		2.0		2.0	2.0	2.0
Arrival type			5	5	5	5	5		5	5		5		5	<u>5</u> 3.0	5 3.0
Unit Extension			3.0	3.0 0	3.0 150	3.0 10	3.0 0	_	3.0 50	3. 10		3.0 0	30	3.0 10	0	0
Ped/Bike/RT Lane Width	OR Volun	10	10 12.0	12.0	12.0	12.0	12.	_	12.0		_	12.0	30	12.0	12.0	12.0
Parking/Grad	do/Dorkins		N N	0	12.0 N	12.0 N	72.		12.0 N	1/2. /\		0	N	N N	10	N
	uerraiking	}	1 / V	ļ -	//	10	<u> </u>		/ V	+-^`	***********		7.0		╁┷	+ " -
Parking/hr			0	0	0	0	0		0)	0		0	10	0
Bus stops/hr Unit Extension			3.0	3.0	3.0	3.0	3.0		3.0	3.		3.0		3.0	3.0	3.0
	Excl. Let	4 Thr	<u> 1 3.0</u> u & RT	0.0	<u> </u>	04	<u> </u>		Excl.			ru & R	<u> </u>	07	1	08
Phasing	G = 22.0		24.0	G =		G =			i = 1			= 50.0	G		G =	
Timing	Y = 5	Y =		Y =		<u>-</u> Y =			= 5			= 5	Y		Υ=	
Duration of A	Analysis (ł	rs) = 0	25								Су	cle Len	gth C	= 130	.0	
Lane Gro	ир Сара	city, (Contro	l Del	ay, an	d LO	S D	ete	ermi	nati	on					
			EB			. W	В					NB			SB	
Adj. flow rate	9	518	359	237	178	561		112	2	263	1	2201		103	1166	589
Lane group	сар.	551	689	488	284	689	,	488	8	351	7	2051		351	2054	881
v/c ratio		0.94	0.52	0.49	0.63	0.8	1	0.2	3	0.75	T	1.07		0.29	0.57	0.67
Green ratio		0.17	0.18	0.33	0.17	0.18	3	0.3	3	0.11	1	0.38		0.11	0.38	0.59
Unif. delay d	11	53.3	47.8	34.7	50.2	50.9	9	31.	5	56.3	1	40.0		53.4	31.5	17.9
Delay factor	k	0.45	0.13	0.11	0.21	0.36	6	0.1	1	0.30		0.50		0.11	0.16	0.24
Increm. dela	ıy d2	24.4	0.7	0.8	4.3	7.5		0.2	2	8.7		42.8		0.5	0.4	2.0
PF factor		0.864	0.849	0.670	0.864	0.84	19	0.6	70	0.920		0.583		0.920	0.583	0.123
Control dela	у	70.5	41.3	24.0	47.7	50.0	6	21.	4	60.4		66.1		49.6	18.7	4.2
Lane group	LOS	Е	D	С	D	D		С		E		E		D	В	A
Apprch. dela	зу	5	1.2			46.2					65	5.5			15.8	
Approach L(SC			D					E				В			
Intersec. del	lay	4	5.7				<u>In</u>	ters	sectio	n LO	S			<u> </u>	D	·

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OPERATIONAL ANALYSIS_____

Analyst:

USAI

Agency/Co.:

USAI

Date Performed:

Date Performed: 09/11/08
Analysis Time Period: AM PEAK
Intersection: EL CAMINO REAL@ LA COSTA AVE.

Intersection:
Area Type:
Jurisdiction:

Analysis Year:

All other areas CARLSBAD YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: LA COSTA AVE.

N/S St: EL CAMINO REAL

VOLUME DATA_____

	l Eas	stbour	nd	l Wes	tbour	nd	Noi	thbou	ınd	Sou	ıthboı	ınd
	L	T	R	L	T	R	i L	${f T}$	R	L	${f T}$	R
	İ			l				0.000			1100	F.C.O.
Volume	492	341	375	169	533	156	250	2071	50	98	1108	560
% Heavy Veh	12	2	2	2	2	2	2	2	2	12	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	10.95	0.95	0.95
PK 15 Vol	129	90	99	44	140	41	166	545	13	26	292	147
Hi Ln Vol								_			^	
% Grade		0		•	0			0		11000	0	1000
Ideal Sat	1800	2000	1800	11800	2000	1800	11800	2000		11800	2000	1800
ParkExist							1					
NumPark]							_	_	1	_	1
No. Lanes	2	2	1	! 1	2	1	1 2	3	0	2	ے س	1
LGConfig	L	${f T}$	R	L	${f T}$	R	L	TR		L	T	R
Lane Width	112.0	12.0	12.0	12.0	12.0		112.0	12.0		112.0	12.0	_
RTOR Vol	1		150			50	1		30	1		0
Adj Flow	518	359	237	178	561	112	1263	2201		103	1166	589
%InSharedLn	ı											0.0
Prop LTs		0.0		İ	0.0			0.0	00		0.0	
Prop RTs	1 0	.000	1.000	0	.000	1.000	•	.010		•		1.000
Peds Bikes	ij 1	0	0	1 1	0	0	1		0		•	0
Buses	10	0	0	0	0	0	10	0		10	0	0
%InProtPhas	e		0.0			0.0				1		0.0
Duration	0.25		Area	Type:	All	other	areas					

OPERATING PARAMETERS

	Ea L	stbou T	nd R	We L	stbou T	nd R	No L	rthbou T	ınd R	So L 	uthbo T	und R	
Init Unmet Arriv. Type Unit Ext. I Factor Lost Time Ext of q	-	0.0 5 3.0 1.00 2.0 2.0	0.0 5 3.0 0 2.0 2.0	0.0 5 3.0 2.0 2.0	0.0 5 3.0 1.00 2.0 2.0	0.0 5 3.0 0 2.0 2.0	0.0 5 3.0 2.0 2.0	0.0 5 3.0 1.000 2.0 2.0)	0.0 5 3.0 2.0 2.0	0.0 5 3.0 1.00 2.0 2.0	0.0 5 3.0 0 2.0 2.0	
Ped Min g	1	33.3			33.3	;	1	20.8	-		20.8		Ì

200 2010 WP

hort Repor	t												Page 2A	1 of 1
_													24	-6
					CHC	NDT D	EDO	DT						
					SHU	ORT R	ite Info		ion .					
eneral Info	rmation									L CAMIN	IO RE	AL@ L	A	
nalyst			SAI		,	1	itersec			COS	TA AV her are	E.	•	
gency or Co ate Perform			SAI 11/08				rea Ty urisdict				RLSBA			
ime Period	ieu		PEAK			[YEAR	2010 V	VITH		
							nalysis	s rear		PR	OJEC.	<u>r </u>		
Volume and	l Timing I	nput					\ .			3.153		T	CD	
				EB	DT	LT	WB TH	RT	$+_{LT}$	NB TH	RT	LT	SB TH	RT
			LT	TH	RT	1	2	1	2	3	0	2	3	1
lum. of Lane	es		2	2	1					$\frac{1}{TR}$			T	R
ane group			L 005	T 500	R	L 105	T 359	73	265	1026	110	287	1 2445	604
/olume (vph			625 2	590 2	355 2	125 2	2	2	$\frac{ 200 }{2}$	2	2	2	2	2
% Heavy ve PHF	[]		0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/	A)		A	A	A	A	A	A	A	Α	Α	Α	Α	Α
Startup lost t			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
xt. eff. gree	n		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival type			5	5	5	5	5	5	5	5	ļ	5	5	5
Jnit Extension			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	60	3.0 10	3.0 0	3.0
Ped/Bike/RT	OR Volum	10	10	0	0	10	120	12.0	10	0 12.0	60	12.0	12.0	12.0
ane Width			12.0	12.0	12.0	12.0	12.0		12.0 N	0	N	N	0	N
Parking/Grad	de/Parking]	N	0	N	N	0	N	- 1/4	10	//	/ V	╎	 '`-
Parking/hr			ļ <u>.</u>			 	╀┈	+		0		0	0	0
Bus stops/hr			0	0	0	0	0	0	0		 	3.0	3.0	3.0
Jnit Extensi			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	<u> </u>			1
Phasing	Excl. Let		Only	Thru		04 G =		$\frac{\text{Excl.}}{\text{G} = 1}$		Thru & R 3 = <i>58.0</i>		07	G =	08
Timing	G = 13.0 Y = 5) G= Y=		G = 7 Y = 5		Y =		Y = 5		f = 50.0	Y =		Y =	
Duration of				 		<u> </u>				ycle Len				
Lane Gro	un Cana	city (Contro	ol Dela	av. al	nd LO	S De	term						
Lane Olo	ap Japo		EB	, <u>"</u>	7,		/B			NB	T		SB	
Adi flourrat		658	621	374	132	···		77	279	1133	ГТ	302	2574	636
Adj. flow rat				-	 			, 85	351	2286	\vdash	351	2303	997
Lane group	cap.	654	805	517	162					0.50	╂	0.86	1.12	0.64
v/c ratio		1.01	0.77	0.72	0.81			.20	0.79		 			
Green ratio		0.20	0.22	0.36	0.10			.26	0.11	0.43		0.11	0.43	0.67
Unif. delay	1 1	53.8	49.6	37.2	59.6			9.2	58.5	27.7		59.0	38.3	12.8
Delay factor	·k	0.50	0.32	0.28	0.36			.11	0.34	0.11	<u> </u>	0.39	0.50	0.22
Increm. dela	ay d2	36.7	4.6	5.0	26.4	1 23.	5 (0.3	12.0	0.2		14.1	57.7	1.0
PF factor		0.833	0.817	0.624	0.92	9 0.9	16 0.	770	0.919	0.495	ļļ	0.919	0.495	0.151
Control dela	ıy	81.5	45.2	28.2	81.7	7 77.	6 3	0.4	65.8	13.9		68.4	76.6	2.9
Lane group	LOS	F	D	С	F	E		C	E	В		Е	E	A
Apprch. del	ay	58	5.8			72.4			2	24.1			62.6	
Approach L	os		E			E				С			E	
Intersec. de	lay	54	4.2				Inte	ersecti	on LOS				D	
								········						

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24-P 2010 2WP

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OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:

USAI USAI

Date Performed:

Date Performed: 09/11/08 Analysis Time Period: PM PEAK

Intersection:

EL CAMINO REAL@ LA COSTA AVE.

Area Type:

Jurisdiction:

Analysis Year:

All other areas CARLSBAD YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN CENTER

E/W St: LA COSTA AVE.

N/S St: EL CAMINO REAL

VOLUME DATA

	Ea:	stbou	nd	Wes	stbour	nd	No:	rthboi	ınd	Sou	ıthboı	ınd
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	T	R
	l						<u> </u>		4.4.5			
	625	590	355	125	359	73	265	1026		1287	2445	604
% Heavy Veh	12	2	2	12	2	2	12	2	2	12	2	2
PHF	10.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95	10.95	0.95	0.95
PK 15 Vol	164	155	93	33	94	19	70	270	29	76	643	159
Hi Ln Vol				ļ								
% Grade		0		1	0			0		1	0	
Ideal Sat	1800	2000	1800	1800	2000	1800	1800	2000		1800	2000	1800
ParkExist							}					
NumPark	1			1			1			1		
No. Lanes	2	2	1	1	2	1	2	3	0	2	3	1
LGConfig	L	\mathbf{T}	R	L	T	R	L	TR		L	\mathbf{T}	R
	12.0	12.0	12.0	112.0	12.0	12.0	112.0	12.0		112.0	12.0	12.0
RTOR Vol			0	1		0	}		60			0
Adj Flow	658	621	374	1132	378	77	1279	1133		1302	2574	636
%InSharedLn	ĺ			İ			İ			Ì		
Prop LTs	İ	0.0	00	Í	0.0	00		0.0	00		0.0	00
Prop RTs	i o		1.000	i o	.000	1.000	0	.047		1 0	.000	1.000
Peds Bikes	*		0	i 1			i 1	0	0	j 1	0	0
	io	0	0	io	0	0	io	0		io	0	0
%InProtPhase	, -	-	0.0	1		**				i		0.0
Duration	0.25			Type:	All	other	areas			•		

OPERATING PARAMETERS

	Ea	stbou	nd	We	stbou	nd	No	rthbour	ıd	So	uthbo	und	-
	L	${f T}$	R	L	${f T}$	R	L	T	R	L	${f T}$	R	
	1			1						_			
Init Unmet	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0		10.0	0.0	0.0	
Arriv. Typ	e 5	5	5	15	5	5	5	5		5	5	5	j
Unit Ext.	13.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
I Factor	ĺ	1.00	0		1.00	0	1	1.000			0.70	0	
Lost Time	12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0		12.0	2.0	2.0	
Ext of g	12.0	2.0	2.0	12.0	2.0	2.0	12.0	2.0		12.0	2.0	2.0	*
Ped Min g	}	33.3			33.3			20.8			20.8		-

					Sh	10	RTR	E	POR	Т								
General Info	rmation						s	ite	e Info	matio	n							
Analyst Agency or Co Date Perforn Time Period	o. ned	US, US, 09/11 1 PEAR	AI 1/08	IR			A J	re uri	ersection a Typo isdiction alysis	e on			CAS All otl CAF YEAR	TILL. ner a LSE	A I ire BAL O V	as D VITH		
Volume and	d Timing Inp	ut														1		
				EE		3 T	LT	т	WB TH	RT	_	LT	NB TH	R	r	LT	SB TH	RT
.1			LT 1	T⊦ 2		RT 0	0	\dashv	2	0		0	0	0	<u> </u>	1	0	1
Num. of Lan	es			 _			۱ř	┪	TR	Ĭ	╁		<u> </u>	<u> </u>		Ĺ		R
ane group			L 28	603				ᆛ	740	10	+	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		-		37		115
/olume (vph % Heavy ve			0	2	<u>'</u>		<u> </u>	1	2	2	+		<u> </u>	 		0		0
PHF	· []		0.95	0.9	5			7	0.95	0.95	1					0.95		0.95
Actuated (P/	(A)		A	A				1	Α	Α	I					Α		Α
Startup lost t			2.0	2.0					2.0		Ĺ		***************************************	<u> </u>	*******	2.0		2.0
Ext. eff. gree	en		2.0	2.0				_	2.0		_ _		<u> </u>	 		2.0		2.0
Arrival type			5	5				_	5	ļ			ļ	<u> </u>		4		4
Unit Extensi	on		3.0	3.0					3.0		4		<u> </u>	<u> </u>		3.0		3.0
Ped/Bike/RT	OR Volume						10	_	0	0	_	0	ļ	 	ENORGY	0	0	0
_ane Width			12.0	12.0					12.0	<u> </u>	4		<u> </u>	<u> </u>		12.0		12.0
Parking/Gra	de/Parking		Ν	0		Ν	N	_	0	N		N		Ν		N	0	N
Parking/hr								_			4		<u> </u>	<u> </u>			 -	
Bus stops/hi			0	0					0	<u> </u>	_		<u> </u>	<u> </u>	******	0	 	0
Unit Extensi	on .		3.0	3.0					3.0					<u> </u>		3.0	<u> </u>	3.0
Phasing	EB Only	Thru		<u> </u>)3		04	<u> </u>		SB On	_	<u> </u>	06			07	 	08
Timing	G = 11.0	G = 4		G =			<u>G = </u>			= 9.0)	G =			} =		G = Y =	
	Y = 5	Y = 5		Υ =	·····		<u>Y = </u>		ΙY	= 5		Y =				= 75.0	<u> </u>	
	Analysis (hrs			1	1		-110		Date	, www i w	4		AC LCI	gur		- 70.0		
Lane Gro	up Capaci	ty, Co			ıay,	an T	ia LO			**************************************	at	ION	110				OD.	
				В		ļ			VB				NB		_		SB	1
Adj. flow rat	e	29	60	35		L	7	79(0							39		121
Lane group	сар.	251	27	87			1:	98	37							205		184
v/c ratio		0.12	0.	23		Π	0	.4	0							0.19		0.66
Green ratio		0.15	0.	75			0),5	i3							0.12		0.12
Unif. delay		27.8	2	.9		T	1	0.	4							29.7		31.5
Delay factor		0.11	0.	11		†	c). 1	1							0.11		0.23
Increm. dela		0.2	0	.0		T		0.1	1			1				0.5		8.3
PF factor						T	0	.2	38							1.000		1.000
Control dela	яy	24.8	0	.6		T		2.(6							30.2		39.8
	ane group LOS (T		A								С		D
Apprch. del			1.7			T	2.	.6									37.5	
Approach L			А			T	,	4									D	
Intersec. de			5.7			T			Inte	ersecti	on	LOS					Α	
<u> </u>																		

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				SH	ORT	RE	PO	RT	*						· ·
General Information						Sit	e Inf	orr	nation						
	USA USA 09/11/ PEAK	I 08	7			Are Jui	ersec ea Ty risdic alysi	/pe ction	n		CAS All oth CAR YEAR	TILLA ner are LSBA	eas D VITH		A Advantage of the second
Volume and Timing Inpu	t												7		
	_	1 -7-	EB	1 65	-	LT	WI TH		RT	LT	NB TH	RT	LT	SB TH	RT
Num. of Lanes		LT 1	TH 2	R1		0	2	1	0	0	0	0	1	0	1
Lane group		<u>.</u> L	T	Ť	+		TR	_			†		L		R
Volume (vph)		215	890	-	_		866		25			<u> </u>	15		55
% Heavy veh		0	2	<u> </u>	\neg		2	ヿ	2				0		0
PHF	(0.95	0.95				0.98	5	0.95				0.95		0.95
Actuated (P/A)		Α	Α				A		A	ļ	<u> </u>		A		A
Startup lost time		2.0	2.0	 	_		2.0	_	*************		ļ		2.0 2.0		2.0
Ext. eff. green		2.0	2.0 5	 	_		2.0 5				 	<u> </u>	5		5
Arrival type		5	3.0	-	_		3.0	,		<u> </u>	 	 	3.0		3.0
Unit Extension		3.0	3.0			0	0		0	0			0	0	0
Ped/Bike/RTOR Volume Lane Width		12.0	12.0			U	12.0	_	<u> </u>	l	┼──		12.0	l-×-	12.0
		12.0 N	0	N		N	0		N	N	<u> </u>	N	N	0	N
Parking/Grade/Parking		IV		, v		/ V	⊢ ≚		/ / /	1 1	 	 '`		Ť	
Parking/hr			0	╀			0				╁	 	0		0
Bus stops/hr		0					3.0		***************************************				3.0		3.0
Unit Extension		3.0	3.0	<u> </u>	T^{\perp}	0.4	1 3.0		D Only	<u> </u>	<u> </u> 06		07	<u> </u>	0.0
	Thru &		03 G =		G =	04			B Only = 14.0			⊢G =		G =	00
Time is a	G = 40 $Y = 5$		<u>G =</u> Y =		Y =				= 14.0 = 5	$-\frac{1}{7}$		Y =		Y=	
Duration of Analysis (hrs)					1		4	<u> </u>		Су	ole Len	gth C	= 90.0		
Lane Group Capacit	v Co	ntrol	Dela	v. a	nd l	LOS	S De	te	rmina	tion					
Lanc Oroup Japaore	, 	EE		T			ΝB				NB			SB	
Adj. flow rate	226	937				93		T					16	<u> </u>	58
Lane group cap.	342	273		-	<u></u>	179		+					266		238
v/c ratio	0.66	0.3		_		0.5		\dagger					0.06	<u> </u>	0.24
Green ratio	0.20	0.7		_		0.4	48	_					0.16	ĺ	0.16
Unif. delay d1	33.2	4.3				16	.4	T					32.4		33. 4
Delay factor k	0.24	0.1	1			0.1	13	T					0.11		0.11
Increm. delay d2	1.9	0.0		_		О.	1	1					0.1		0.5
PF factor	0.833	0.1	88	1		0.3	390	1					0.877		0.877
Control delay	29.6	0.8	8			6.	.5	I					28.5		29.8
Lane group LOS	С	Α				1	4	$oldsymbol{\mathbb{I}}$					С		С
Apprch. delay		6.4				6.5	5							29.5	
Approach LOS		Α				Α								С	
Intersec. delay		7.2					l	nte	rsectio	n LOS	3			Α	

Short Repor	t												Page	1 of 1
														26
					SH	ORT F	REPOR	RT						
General Info	rmation						ite Info							
							ntersect	ion	LA	COSTA.		OMER	RIA	
Analyst Agency or C	^	US, US,				I .	rea Tyr				ST. ner are:	as		
Date Perforn		09/11				1	urisdict			CAF	LSBAL)		
Time Period	AN	1 PEAK	(HOL	IR		<u></u>	nalysis	Year		YEAR	2010 VI OJECT			
Volume and	d Timing Inp	nt e								<u> </u>	JULUI			
VOIUITE and	a mining mp	<u> </u>		EB			WB			NB			SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lan	es		1	1	1	1	2	0	0	1	0	0	1	0
ane group			L	T	R	L	TR			LTR			LTR	
√olume (vph			15	568	35	30	635	28	102	10	8	102	5	10
% Heavy ve	h		0	2	0	0	2	2	0.95	0.95	2 0.95	0 0.95	0 0.95	0.95
PHF Actuated (P/	Δ\	- 10).95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.90 A	0.95 A	0.95 A	0.95 A	0.95 A	0.93 A
Startup lost			2.0	2.0	2.0	2.0	2.0	 '`	 	2.0			2.0	
ext. eff. gree		_	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Arrival type			5	5	5	5	5		<u> </u>	5			5	<u> </u>
Unit Extensi			3.0	3.0	3.0	3.0	3.0		<u> </u>	3.0			3.0	<u> </u>
	OR Volume		0	0	0	0	0	0	0	0	0	0	0	0
Lane Width			2.0	12.0	12.0		12.0	 	 	12.0			12.0 0	N
Parking/Gra	de/Parking		Ν	0	Ν	N	0	N	N	0	N	N	+ -	/v
Parking/hr					<u> </u>		10	╂	 	0	<u> </u>		0	
Bus stops/hi			0	0	0 3.0	3.0	3.0	 	┼	3.0		-	3.0	
Unit Extensi			3.0	3.0		3.0		I NS Per	<u></u>	06		J 07		. ! 08
Phasing	Excl. Left G = 10.0	$\frac{\text{Thru } 8}{\text{G} = 3}$		υ G =	3	$G = \frac{0^2}{100}$		$\theta = 26.$		3 =	- G =		- G =	
Timing	Y = 5	Y = 5		Y =		Y =		/ = 5		/ =	Y =		Y≔	
	Analysis (hrs)									ycle Ler	gth C :	= 90.0)	
Lane Gro	up Capaci	ty, Co	ntro	l Del	ay, a	and LC	S Det	ermin	atio	n				
			E	3			WB		<u> </u>	NB			SB	
Adj. flow rate	9	16	598	3	7	32	697			126			123	
Lane group	сар.	190	850) 6	53	190	1608			346			349	
v/c ratio		0.08	0.70	0.	06	0.17	0.43			0.36			0.35	
Green ratio		0.11	0.43	3 <i>O.</i>	43	0.11	0.43			0.29			0.29	
Unif. delay o	11	35.9	.11 0.43 0.43		1.8	36.2	17.8			25.4			25.3	
Delay factor		0.11			11	0.11	0.11			0.11			0.11	
Increm. dela		0.2	0.2 2.6 0.0			0.4	0.2		1	0.7			0.6	
PF factor		0.917 0.490 0.490		0.917	0.490	T	†	0.729			0.729			
Control dela	У	33.1	33.1 12.8 7.3				8.9			19.2			19.1	
Lane group		С	В	- ,	4	С	Α			В			В	
Apprch. dela		1	3.0			1	0.0			19.2			19.1	
Approach L		1	В		······································		A			В			В	
						1		ntersect					В	

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			······	SH	ORT R									$$ \mathcal{I}
General Information					Si	ite Info	rmatio			OOT 4	A 1 / F / F	~ MACO	1.0	
	USAI USAI 09/11/0 PEAK I) 28	'R		A: Ju	itersect rea Typ urisdicti nalysis	e on	LA		All oth CAR YEAR 2	ST. Ier are LSBAL	as O VITH	IA	
Volume and Timing Input										7 7 1	70201	<u> </u>		
Volume and mining input	<u> </u>		EB			WB				NB			SB	
		Т	TH	RT	LT	TH	RT	L	<u> </u>	TH	RT	LT	TH	RT
Num. of Lanes	1		1	1	1	2	0	0		1	0	0	1	0
Lane group	L		Т	R	L	TR			-	LTR			LTR	
Volume (vph)	1		850	45	46	846	131	35	<u> </u>	5	31	33	5	10
% Heavy veh	(2	0	0	2	2	2		2	2	0	0	0 0.95
PHF	0.9		0.95	0.95		0.95	0.95	0.9		0.95	0.95	0.95	0.95	0.95 A
Actuated (P/A)			<u>A</u>	A	$\frac{A}{20}$	A	A	A		2.0	A	<u> </u>	A 2.0	+
Startup lost time	2. 2.		2.0	2.0 2.0	2.0	2.0	-	┼		2.0	 	 	2.0	
Ext. eff. green	- 4		<u> 2.0</u> 5	5	$\frac{2.0}{5}$	5	<u> </u>	╫		5	<u> </u>	-	5	
Arrival type Unit Extension	3.		3.0	3.0	3.0	3.0	†	T		3.0	 		3.0	
Ped/Bike/RTOR Volume			0	0.0	0.0	0	10	0		0	0	0	0	0
Lane Width		2.0	12.0	12.0		12.0				12.0	Ì		12.0	
Parking/Grade/Parking		V	0	Ν	N	0	N	Λ	1	0	N	Ν	0	N
Parking/hr														
Bus stops/hr		0	0	0	0	0				0			0	
Unit Extension	3.	.0	3.0	3.0	3.0	3.0				3.0			3.0	
Phasing Excl. Left T	hru &	RT	0	3	04		NS Per			06		07		80
G = 8.0 G	S = 47	.0	G =		G =		G = 20.	.0	G		G : Y =		G = Y =	
Y = 3	′ = 5		Y =		Υ =		Y = 5		ΥČ	= cle Len				
Duration of Analysis (hrs) = Lane Group Capacity	0.20		l Dal		nd I C	S Do	formir	nafi			19010			
Lane Group Capacity	/, COI	E		ay, c	IIIU LO	WB	CHINI	ICC	<u> </u>	NB			SB	
A 15 (f)	4.4	898		7	48	1029	T	╁		75	T	_	51	
Adj. flow rate	11	ļ		99	152	1910		╂	-	314		_	310	
	152	102			0.32	0.54		╂─		0.24	-	_	0.16	
	0.07	0.8		06 50		0.52	_	╁		0.22			0.22	
	0.09	0.5		52	0.09			-		28.7	┪	-	28.3	_
	37.6	18.		0.6	38.4	14.3		-		0.11			0.11	
	0.11	0.4		11	0.11	0.14		+-					0.11	
	0.2	8,5		.0	1.2	0.3		+		0.4		_	0.810	
	0.935	0.2		271	0.935	0.271		-		0.810				<u> </u>
Control delay	35. 4	13.		.9	37.1	4.2		_		23.7	_		23.1	_
Lane group LOS	D	В		A	D	Α				С			C	
Apprch. delay	13	3.4			5	5.7				23.7			23.1	
Approach LOS		B				A				С			С	
Intersec. delay	10	0.1					ntersec	tion	LC	S			В	Version 4.1

hort Repor	t															Page	1 of 1
•																	27-
		····			SH	OF	RT R	EPO	RT								
Seneral Info	rmation						Si	ite Info	orma								
							ln	tersec	tion		LA C	Ο.		VE./CA ST.	NDENC	IA.	
Analyst	_		SAI SAI				A	rea Ty	ne					er area	s		
Agency or C Date Perforn			1/08					urisdic						LSBAD			
ime Period			K HO	UR				nalysis	. Yes	r		Y		010 W	<i>ITH</i>		
							<u> </u>	i iaiy Si		.1			PRC	JECT			
Volume an	d Timing Inp	ut	· · · · · · · · · · · · · · · · · · ·	I				VAID		-т			NB			SB	
			LT	EB TH	RT	╫	LT	WB TH	R	Ŧ	LT	Т	TH	RT	LT	TH	RT
lum. of Lan	es		1	1	0	1	1	2	0		0	1	1	0	0	1	0
ane group			L.	TR		十	L	TR		- -		1	LTR			LTR	
/olume (vph	1)		20	667	5	十	25	612	30)	5		10	46	76	20	60
% Heavy ve			0	2	0		0	2	2		2		2	2	0	0	0
PHF			0.95	0.95	0.95		0.95	0.95			0.95	1	0.95	0.95	0.95	0.95	0.95
Actuated (P			Α	Α	Α		Α	A	A		A	4	<u>A</u>	<u> </u>	<u> </u>	A	<u>A</u>
Startup lost		······································	2.0	2.0	<u> </u>		2.0	2.0	-			4	2.0 2.0			2.0	
xt. eff. gree	∋n		2.0	2.0	 		2.0 5	2.0				┥	<u> </u>			5	
Arrival type			5	5	╂──	-	3.0	3.0				┪	3.0		<u> </u>	3.0	
Jnit Extensi			3.0 0	3.0 0	0	-	0	0	1)	0	ᅱ	0	0	0	0	0
ane Width	FOR Volume		12.0	12.0	ľ	-	12.0	12.0			Ĭ	٦	12.0			12.0	
Parking/Gra	de/Parking		N	0	N	十	N	0		V	Ν	7	0	Ν	N	0	N
Parking/hr					İ												
Bus stops/h	۲		0	0	1		0	0					0		<u> </u>	0	
Jnit Extens			3.0	3.0			3.0	3.0					3.0			3.0	
Phasing	Excl. Left	Thru	&RT	0	3		04	1	NS				06		07		08
Timing	G = 5.0		45.0	G =			<u>} = </u>		G =			} =		G =		G = Y =	
•	Y = 5	Y =		Y =		ΙY	′ =		Y =	5		<u> </u>		Y = gth C =			
Duration of	Analysis (hrs)	= 0.	25					. n					ie Len	gar c -	- 90,0	<i>,</i>	
<u>Lane Gro</u>	up Capaci	ty, C			ay, a	anc	<u> </u>		eteri	<u> </u>	auo	H	NB		T	SB	
		┦		EB			<u>1</u>	WB		\dashv		Т			_	164	
Adj. flow ra		21		07		26		676	+-			+	64	_	-	391	_
Lane group	сар.	95		80		95		1854	-		,,,	-	432	-	 	0.42	
v/c ratio		0.2	 -	.72		0.27		0.36	_	_		-	0.15				_
Green ratio		0.0		.50		0.0		0.50	_			ļ.	0.28	<u> </u>	-	0.28	_
Unif. delay	d1	40.		7.6		40.		13.8				╬	24.5	_	_	26.6	
Delay facto	rk	0.1		.28		0.1		0.11				4	0.11			0.11	
Increm, del	ay d2	1.2		2.6		1.6		0.1				4	0.2	_		0.7	
PF factor		0.9	61 0	.333		0.96		0.333				4	0.744			0.744	
Control del	ay	40.	2	3.5		40.	7	4.7				_	18.4			20.5	
Lane group	group LOS D A ch. delav 9.4							A			<u> </u>		В			С	
Apprch. de	lay	9.4						.0				1	18.4			20.5	;
Approach l	_OS		Α				/	4					В			С	
Intersec. de	elay		9.4						Inters	sect	ion L	08	3			A	
A										35. 1. 4.	. D						Version 4 1

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						21	-10	ORT R	FP) () ())T							
General Info	ormation									***************************************	rmatio	n						
Analyst Agency or C Date Perforr Time Period	o. ned	U_{i}^{*}	SAI SAI 11/08		IR			ln A Ju	ters rea urisc	ecti Typ dictio	on e on			All off	ST. er are LSBA	as D	CIA	
illile Fellou	<i>I- IV</i>		****		· / / \			<u> </u>	naly	/sis	Year				DJECT			
Volume an	d Timing Inp	ut																
					<u>EB</u>	T 55		-		<u>VB</u>	T DT	L1		NB TH	RT	LT	SB TH	RT
N			LT 1	\dashv	TH 1	R'		LT 1	+	<u>H</u> 2	RT 0	0		1	0	0	1	0
Num. of Lan	es		'	\dashv		-			┿			۱Ľ		LTR		 	LTR	
Lane group	. \		L 148	,	TR 751	15		<u>L</u> 27	84	R 17	57	10		10	34	78	5	25
Volume (vph % Heavy ve			0	<u>}</u>	751 2	0		0	2		2	2		2	2	0	0	0
PHF	/		0.99	7	0.95	0.9		0.95	0.9		0.95	0.9	5	0.95	0.95	0.95	0.95	0.95
Actuated (P/	'A)		Α		Α	Α		Α	1	_	Α	Α		Α	Α	A	Α	A
Startup lost			2.0		2.0			2.0	2.			<u> </u>		2.0	<u></u>	-	2.0	<u> </u>
Ext. eff. gree	en		2.0		2.0	ļ		2.0	2.					2.0 5	<u> </u>		2.0 5	-
Arrival type			5		5	├─		5	_	.0		 		3.0		-	3.0	
Unit Extensi			3.0 0		3.0 0	0		3.0		. <i>u</i>)	0	0	****	0	0	0	0	0
Lane Width	OR Volume		12.0		12.0	۲		12.0	_	2.0	<u> </u>	ا ٽ		12.0	ŀ∸	╁┷	12.0	~
Parking/Gra	do/Parking		12. N		0	N		N N		0	N	N		0	N	N	0	l _N
Parking/bra	den arking		- ' '			/,0		'`	+	<u> </u>	 	 ``			 	 	Ť	
Bus stops/h	Ť		0		0			0	1	0		┢		0	 		0	
Unit Extensi		MODELLA MEDICAL	3.0	7	3.0			3.0	3	. <i>0</i>		忊		3.0		-	3.0	
Phasing	Excl. Left	Thru	& R	Ŧ	0:	3	Ī	04		1	VS Peri	m		06		07		08
Timing	G = 10.0	G =			G =			G =			G = 25.	0	G :		G:		G =	
_	Y = 5	Y =		_	Υ =			Y =		Υ	= 5	_	Y :		<u> </u>		Y =	
	Analysis (hrs)				15.1					.				de Len	gtn C	= 90.	<i>y</i>	
Lane Gro	up Capaci	ty, C	ont			ay,	ar	na LO			ermin	auc	n					
				EE				T	WE				- T	NB	· I		SB	
Adj. flow rat	e	149		807					952				4	58	<u> </u>		113	
Lane group	cap.	190		869	9		1	90 1	1644	4			_	427		_	370	
v/c ratio		0.78	3	0.9	3		0.	15	0,58	3				0.14			0.31	
Green ratio		0.11	1	0.4	4		0.	11	0.44	ļ				0.28			0.28	
Unif. delay o	±1	38.9)	23.	7		36	6.1	18.7	7				24.4			25.6	
Delay factor	k	0.33	3	0.4	4		0.	11	0.17	7				0.11			0.11	
Increm. dela		19.1	1	16.	0		0	.4	0.5			***********	1	0.1			0.5	
PF factor		0.91	7	0.4	67		0.5	917 (0.46	7			Ì	0.744			0.744	
Control dela	ıy	54.8	3	27.	0		33	3.5	9.2				7	18.3			19.5	
Lane group	<u> </u>	D	一十	С			Ī	С	Α				1	В			В	
Apprch. dela		1	31.	4	L			9.9	9				i	8.3			19.5	
Approach L		1	С				T	A						В		1	В	
Intersec. de		1	20.			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_			Int	ersecti	on L	08	3			С	
	· · · J						L								***************************************			

Short Repor	:t													Page	1 of 1
					SHC	RT RI	EDOB					10.00.1.00.00.00.00.00.00.00.00.00.00.00			28
1 I					SHU		e Infor		n					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
General Info	rmation								<u> </u>		1-5 S	B OFF	=		
Analyst Agency or Co Date Perforn Time Period	ned	US, US, 09/11 1 PEAR	:AI 1/08	'R		Are Jui	ersectic ea Type risdictio alysis Y	e n	•		P/LEU(All oth ENC	CADIA er area INITAS	A BLVD as		1
Volume and	d Timing Inp	ut											7	~~	
				EB		I	WB	T ===	_		NB	- 57-	 	SB	- n=
<u> </u>			LT	TH	RT	LT	TH	RT		LT	TH	RT	LT 1	TH 1	RT 1
Num. of Lan	es		0	2	1	2	2	0	———'	0	0	0	<u> </u>		
Lane group			<u> </u>	T	R	L	<i>T</i>		_				L 100	LT	R
Volume (vph				1293	228	390	417	 	+		 	 	429 0	0	52 0
% Heavy ve	<u>:h</u>			2 0.95	0 0.95	0 0.95	2 0.95		+		 		0.95	0.95	0.95
PHF Actuated (P/	/ / \\		 	0.95 A	0.95 A	0.90 A	0.95 A	+	十				A	A	A
Startup lost t				2.0	2.0	2.0	2.0		1				2.0	2.0	2.0
Ext. eff. gree				2.0	2.0	2.0	2.0		Ţ				2.0	2.0	2.0
Arrival type				5	5	5	5	1	_		ļ	<u> </u>	5	5	5
Unit Extensi				3.0	3.0	3.0	3.0		_				3.0	3.0	3.0
	TOR Volume		0		0	4	 	 		0	<u> </u>	 	0	100	12.0
Lane Width			<u></u>	12.0	12.0	12.0	12.0	 	4			 	12.0	12.0	12.0 N
Parking/Gra	de/Parking		N	0	N	N	10	N	+	N	<u> </u>	N	N	0	I IV
Parking/hr				<u> </u>	<u> </u>			 	+		<u> </u>	<u> </u>	 	├ ू	
Bus stops/hi			<u> </u>	0	0	0	0	 	_				0	0	0
Unit Extensi				3.0	3.0	3.0	3.0		<u></u>		<u> </u>		3.0	3.0	3.0
Phasing	Thru & RT			03		04		SB On		 	06	G:	<u>07</u>	G =	80
Timing	G = 50.0	G = 2 Y = 5		G = Y =	<u>.</u>	G = Y =		= 30.	.0	G = Y =		Y =		Y =	
	Y = 5 Analysis (hrs)	<u> </u>		Y =	L	1 —			***************************************				= 120	·····	21 44111 142724747 474747474
Duration of	up Capaci	1 C	<u>≚</u> ∽nfrc	I Dela	v ar	24 I O.	S Detr	ir	nati			<u> </u>		***************************************	
Lane Gro	up capaci	I V	EB		y, «		NB	788888	141		NB			SB	
Adj. flow rat	<u> </u>	╁──	1361	240	41		39			Т			344	109	55
Lane group			1555	637	69		489						428	429	383
v/c ratio			0.88	0.38	0.5	59 0	.18		course trans				0.80	0.25	0.14
Green ratio		†	0.42	0.42	0.2	21 0	.67						0.25	0.25	0.25
Unif. delay		1	32.1	24.2	42.	.9 7	7.6						42.2	36.0	35.0
Delay factor			0.40	0.11	0.1	18 0	.11						0.35	0.11	0.11
Increm. dela			5.9	0.4	1.	4 (0.0						10.7	0.3	0.2
PF factor		1	0.524	0.524	4 0.8	325 0.	150						0.778	0.778	0.778
Control dela	ay		22.7	13.1	36	.8	1.2						43.5	28.3	27.4
Lane group	LOS		С	В	D)	Α						D	С	С
Apprch. del	iay		21.3			18.4			_					38.5	
Approach L	OS		С			В								D	
Mhhingail r															

hort Repor	t														Page	1 of 1
					SH	OR	TRE	POI	₹T							
eneral Info	rmation						Site	Info	rmati	on						
nalyst gency or Co ate Perforn ime Period	o. ned	US, US, 09/11 PEAR	41 1/08	R			Are Juri	rsect a Typ sdict alysis	oe .			IP/LEU All ot ENG	her are CINITA	A BLVD as		
Volume and	d Timing Inp	ut														
				EB				WE				NB	1 57		SB	I m
			LT	TH	R.	<u> </u>	LT_	TH	R'	4	<u>LT</u>	TH	RT	LT	TH	RT 1
lum. of Lan	es		0	2	1		2	2	0	4	0	0	0	1	1	ļ
ane group				T	R		L	T		_		<u> </u>		L	LT	R
/olume (vph				1037	74		321	671		_		<u> </u>		517	0	126 0
% Heavy ve	h			2	0		0	2		-		╂	-	0 0.95	0.95	0.95
PHF /B				0.95	0.9 A	<u> </u>	0.95 A	0.95 A	<u> </u>	\dashv		 	+	0.95 A	0,95 A	A
Actuated (P/				A 2.0	2.0	, 	2.0	2.0	_	十		╁──	-	2.0	2.0	2.0
Startup lost Ext. eff. gree				2.0	2.0		2.0	2.0	_	一				2.0	2.0	2.0
-xt. en. gree Arrival type	311			5	5		5	5						5	5	5
Jnit Extensi	on			3.0	3.0)	3.0	3.0						3.0	3.0	3.0
	OR Volume		0		0						0			0		0
ane Width				12.0	12.	0	12.0	12.0)					12.0	12.0	12.0
Parking/Gra	de/Parking		Ν	0	N		Ν	0	Λ	/	Ν		N	Ν	0	N
Parking/hr					T											
Bus stops/h	r			0	0		0	0						0	0	0
Unit Extensi				3.0	3,0	0	3.0	3,0	,			1		3.0	3.0	3.0
Phasing	Thru & RT	WB () nlv	03			04	' T	SB C	nlv	T	06		07		08
	G = 45.0	G = 2	استحساني بالمستحد	G =		G		<u> </u>	G = 3			=	G		G =	
Timing	Y = 5	Y = 5		Υ=		Υ	=		Y = 5		Υ		Υ		Y =	
Duration of	Analysis (hrs)	= 0.2	5										ngth C	= 120). ()	
Lane Gro	up Capaci	ty, C	ontro	l Dela	y, a	and	LOS	De	term	na	tion					
			EB				٧	/B		1		NB			SB	
Adj. flow rat	e	1	1092	78	1	338	70)6		Γ				413	132	133
Lane group		†	1400	574	-	692	23	33		Τ		******		499	500	446
v/c ratio		†	0.78	0.14		2.49		3 <i>0</i>		T				0.83	0.26	0.30
Green ratio			0.38	0.38		0.21	0.	63		T				0.29	0.29	0.29
Unif. delay		 				41.9).4	†	T				39.7	32.6	33.0
Delay facto		 	33.1 24.7					11	1	T				0.37	0.11	0.11
Increm. del		+	0.33 0.11 2.9 0.1					.1	1	T				11.1	0.3	0.4
PF factor	~ <i>y</i> ~ <i>m</i>	1	0.600			0.5 0.825		133	1	T				0.725	0.725	0.725
Control dela	av		22.8	14.9		35.1		.5	1	T				39.9	23.9	24.3
Lane group		-	C	В		D		4	1	T				D	С	С
Apprch. de		+	22.3		-		12.3			十			<u> </u>		33.7	<u>, I , </u>
Approach L		 	C C		\dashv		B			十					С	
IMDDIOGGII L		1	_											 	С	

Short Repor	t													_	1 of 1
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					SHO	RT R	EPOR	RT							
Seneral Info	rmation						e Info		on						
Analyst Agency or Co Date Perforn Fime Period	ned	US, US, 09/11 I PEAH	AI 1/08	IR		Ard Ju	ersecti ea Typ risdictionalysis '	e on		AMP/L Al E	LEUC I othe ENC!	B OFF CADIA I er areas NITAS VITH PF	3	T	A ANALYSIS MANAGEMENT OF THE PROPERTY OF THE P
Valuma an	d Timina Inc						alysis	I Cai	1 1/	111 20	70 11	VIIII I	OJEC		
volume and	d Timing Inp	uı		EB		T	WB				NB		T T	SB	
			LT	TH	RT	LT	TH	RT	L		TH	RT	LT	TH	RT
lum. of Lan	es		1	2	0	0	3	0	1		1	2	0	0	0
ane group			L_	T			TR		L		LT	R			
olume (vph)		750	972			717	369	90) .	35	299			
% Heavy ve			2	2			2	2	2		2	2	<u> </u>	<u> </u>	
HF	A.\		0.95	0.95		-	0.95	0.95			.95	0.95 A	 		
\ctuated (P/			<u>A</u> 2.0	2.0	_	ļ	2.0	A	2.		<u>A</u> 2.0	2,0		 	
Startup lost f Ext. eff. gree			2.0	2.0	╁	 	2.0	1	2.		2.0	2.0	 		
Arrival type	<11		5	5	†	1	5	1	5		5	5			
Init Extensi	on		3.0	3.0	1		3.0		3.	0	3.0	3.0			
	OR Volume					0		200	0			0	0		
ane Width			12.0	12.0			12.0		12.	.0 1	2.0	12.0	<u> </u>	<u></u>	
arking/Gra	de/Parking		Ν	0	N	Ν	0	N	٨	/	0	N	N		Ν
arking/hr													<u> </u>	<u> </u>	
Bus stops/hi			0	0			0		().	0	0	<u> </u>		
Jnit Extensi	on		3.0	3.0			3.0		3.	0	3.0	3.0	<u> </u>	<u> </u>	
hasing	EB Only	Thru 8	& RT	03		04		NB O		0	6		07)8
iming	G = 52.0	G = 2		G≓		G =		= 25		G =		G =		G =	
_	Y = 5	Y = 5		Υ=		<u> </u>	IY	= 5		Υ = 2volo	Lone	Y = gth C =	120.0	Y =	
	Analysis (hrs	*******		I Dala		410	C Dot	o mooji	****		rent	<u> </u>	120.0	<i>,</i>	
ane Gro	up Capaci	ity, Co			y, am			2111111	lauc		1B		T	SB	
		_	E				VB		~~			045	 	T	
Adj. flow rat	е	789	102			93			95	3		315			
ane group	сар.	726	264	4		121	11		349	36	8	553			
//c ratio		1.09	0.3	9		0.7	77		0.27	0.1	10	0.57			
Green ratio		0.43	0.7	1		0.2	23		0.21	0.2	21	0.21			<u></u>
Unif. delay o	11	34.0	7.0)		43.	.0		39.9	38	.4	42.7			
Delay factor		0.50	0.1	1		0.3	32		0.11	0.1	11	0.16			
ncrem. dela		59.4	0.	7		3.	1		0.4	0.	1	1.4			1
PF factor	*	0.490				0.7	97		0.825	0,8	325	0.825			
Control dela	ıv	76.1	1.3			37			33.3	31	.8	36.6	1	1	
Lane group		E	A			E			C)	D			1
Apprch. dela			33.9		_	37.4				35.5					<u></u>
Approach L		1	С			D				D					
Intersec. de		1	35.1				Ir	iterse	ction I	LOS			1	D	
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					SHO	ORTI	REPO	R	ſ							
General Info	rmation					[8	ite Inf	orr	natio	n						
Analyst Agency or Co Date Perform Fime Period	o. ned	USA USA 09/11 PEAK	41 708	R			ntersed Area Ty Iurisdid Analysi	pe tior	n			P/LEUC All othe	r areas VITAS	•	T	
Volume and	d Timing Inp	ut								т		NES			SB	
		ŀ		EB	I DT	-	<u>W</u> TH		RT	<u> </u>	T	NB TH	RT	LT	TH	RT
			LT_	TH	R1	0		╌╢	0	-	- <u>' </u>	1	2	0	0	0
Num. of Lan	es		1	2	1 '	0			-		•	 	R	ا ٔ	Ľ	
_ane group			L	T	┿		TR		202		12	LT 45	377	<u> </u>	<u> </u>	-
Volume (vph			444 0	1110 2	<u> </u>		780 2	_	382 2		<u>12</u> 2	2	2	 	 	
% Heavy ve PHF	en		0.95	0.95	╅	_	0.98	5	0.95		<u>-</u> 95	0.95	0.95			-
Actuated (P/	'A)		A	A			A		Α		4	Α	Α			
Startup lost f			2.0	2.0			2.0			2	.0	2.0	2.0			
Ext. eff. gree			2.0	2.0			2.0)			.0	2.0	2.0	<u> </u>		
Arrival type			5	5			5				5	5	5	<u> </u>		
Jnit Extensi	on		3.0	3.0			3.0)			3.0	3.0	3.0	<u></u>		
	OR Volume			<u> </u>		0			200		0	400	0	0		
ane Width			12.0	12.0			12.		.		2.0	12.0	12.0	├ , , -	ļ	N
Parking/Gra	de/Parking		Ν	0	N	N	0		N	- -'	N	0	N	N		IV
Parking/hr									ļ	_ _	_	ļ		 	 	
Bus stops/hi	r		0	0			0		ļ		0	0	0	ļ	_	
Jnit Extensi	ion		3.0	3.0	L		3.0				3.0	3.0	3.0	<u> </u>	<u> </u>	
Phasing		Thru 8		0;	3)4		IB On		_	06		07	G =	08 .
Timing	G = 50.0	G = 3		G =		G = Y =			= 25 = 5	.0	G= Y=		G = Y =		Y =	
-	Y = 5	Y = 5		Y =	- 	Y ==						ie Leng		120.0	Maria Company	**************************************
	Analysis (hrs) up Capaci			I Dal		nd L	വ വ) fo	rmir	nati.		7,0 1.0113	70.			
Lane Gro	up Capaci	iy, Co			<u>ay, a</u>	IIU L	WB	<i>-</i>	71 111111	iciti	VII	NB		T	SB	
		ļ	El					T		000			397	-	7	1
Adj. flow rat	e	467	116				013	╀-		223		47	 			
Lane group	сар.	712	264	14			297	L		349		368	553			
v/c ratio		0.66	0.4	4			0.78		(0.64		0.13	0.72			
Green ratio		0.42	0.7	1			0.25	Τ		0.21		0.21	0.21		1	
Unif. delay		28.1	0.42 0.71				41.9	T		43.4	:	38.6	44.2			
			28.1 7.4 0.23 0.11				0.33	十		0.22		0.11	0.28			
Delay facto			0.23 0.11 2.2 0.1				3.2	╁╴		3.9		0.2	4.5	┪	1	1
Increm. del	ay oz							+		0.82		0.825	0.825	-		
PF factor		0.524				<u>_</u>	0.778	+								_
Control dela	ay	16.9	1.	4			35,8	_		39.7		32.0	40.9			
Lane group	LOS	В	A				D			D		C	D			
Apprch. del	·		5.8			3	5.8				39	9.9				
Approach L		—	A				D				L)				
			21.8				.,, .,	Int	tersed	ction	LO	S			C	
Intersec. de	əlay	_1	21.0					111		-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						Varnion A

nort Report	;											CADIA A All oth			Page	1 of 1 30
					SH	ORT										
eneral Info	rmation						Site	Info	rmati	on	1 511	CADIA	DI VIDI	I ID A NII	1/	07 1915
nalyst gency or Co ate Perform ime Period	ied	USA USA 09/11. 1 PEAK	M 108	IR			Inter Area Juris Anal	Typ diction	е			ENC YEAR 2	INITAS	S VITH	AICLE	ZKKVII
/olume and	l Timing Inp	ut						A 1175				ND			SB	
		_	· - 1	EB TH	RT	H LT		WB TH	RT	-	LT	NB TH	RT	LT	TH	RT
£1			LT 1	2	0	1		3	0	+	1	1	0	1	1	0
um. of Lane	25			TR		$+\frac{i}{L}$		TR	Ĭ	+	L.	TR		L	TR	
ane group			L 30	1231	15	15		30	15	-	91	5	27	225	5	65
olume (vph % Heavy ve			2	2	2	$\frac{70}{2}$	┰	2	2	-	2	2	2	2	2	2
% rieavy ve PHF	11			0.95	0.95		5 0	.95	0.95	C	0.95	0.95	0.95	0.95	0.95	0.95
ctuated (P/	A)		Α	Α	Α	Α		Α	A		Α	Α	Α	Α	A	Α
startup lost t			2.0	2.0		2.0		2.0	<u> </u>		2.0	2.0		2.0	2.0	
xt. eff. gree	n		2.0	2.0		2.0	2	<u>2.0</u>	<u> </u>		2.0	2.0		2.0 5	2.0 5	
rrival type			5	5		5	+	5 3.0	-	╬	5 3.0	3.0		3.0	3.0	
Init Extension	The second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence is a second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residence in the second residence is a second residence in the second residen		3.0	3.0	0	3.0 0	<u>_</u> `	3.U 0	0		0	0	0	0.0	<u> </u>	0
	OR Volume		0 2.0	0 12.0	<u> </u>	12.	$\frac{1}{0}$	2.0	ا ٰ	+	12.0	12.0	Ť	12.0	12.0	Ĭ
ane Width	do/Darkina		2.0 N	0	N	12. N		0	N	+	N	0	N	N	0	N
Parking/Grad	de/Parking		/ V	<u> </u>	1,4	- 14	╅		 	_		┧ ┈┈				
Parking/hr			0	0		0		0	╁	-	0	0		0	0	
Bus stops/hr Jnit Extensi			3.0	3.0		3.0		3.0	+	十	3.0	3.0		3.0	3.0	
	Excl. Left			03	<u>L</u> \		04		Excl	Left		nru & R	T T	07		08
Phasing	G = 10.0	G = 5		G = 0		 G =	0-1		3 = 2			= 15.0		0.0	G =	
Γiming	Y = 5	Y = 5		Y =		Y =		Y	′= 5		Y	= 5	Υ =	0	Y =	
Duration of /	Analysis (hrs) = 0.25	5									cle Len	gth C =	= <u>115.</u>	0	
ane Gro	up Capaci	ty, Co	ntro	l Dela	ay, a	and L	.OS	Det	erm	ina	tion					
			EB		Т		WB					NB			SB	
Adj. flow rate	9	32	131.	2	1	6	995			96	5	33		237	73	
Lane group		146	162		1	46	2317	7		29	1	223		291	220	
v/c ratio	oup.	0.22	0.81			11	0.43			0.3	33	0.15	<u> </u>	0.81	0.33	
		 				09	0.43			0.1		0.13		0.17	0.13	
Green ratio		0.09 0.43				8. <i>4</i>	22.6			41.		44.3	-	45.7	45.4	
Unif. delay o		48.9 28.4				11	0.11			0.1		0.11		0.36	0.11	
Delay factor		0.11 0.35 0.8 3.2).3	0.11			0.		0.3	 	16.2	0.9	
Increm. dela	ay ɑ∠	0.937 0.487					0. 1 0.48			 -	860	0.900	1	0.860	0.900	
PF factor		 				937 5.7	11.1			36		40.2	1	55.5	41.8	
Control dela		46.5	17.			0.7 D	11.1 B			30 L		D D		E	D D	
Lane group		D	<u>B</u>				1			<u> </u>		7.4	1	+	52.2	
Apprch, del		<u> </u>	7.7				1.7			┼			,	1	02.2 D	
Approach L	OS	ļ	В			l.	B			<u>L</u>		D		-		
Intersec. de	day	1 2	0.3					Inte	ersec	tior	LOS	;		1	С	

hort Repor	ŧ												CADIA A			Page	1 of 1
		·····			5	НО	RTI	REP(DR'	T							
Seneral Info	rmation						ķ	Site In	ıfor	mati	on						
Analyst Agency or Co Date Perforn Time Period	o. ned	US	SAI SAI 1/08 K HO	UR				nterse Area T Jurisdi Analys	ype ictio	e on			All oth ENC YEAR 2	ier area INITAS	as S /ITH	A CLUR	FM _E .
Volume and	d Timing Inp	ut															
				ĻΕ				W					NB			SB	
			LT	TI		₹T	LT	TH	<u>' </u>	RT	_	<u>LT</u>	TH	RT	LT	TH	RT
lum. of Lan	es		1	2		0	1	3		0	_	1	1	0	1	1	0
ane group			L	TR			L	TR				L	TR		L	TR	
/olume (vph			50	137		37	80	108	2	35	4	40	5	10	110	5	40
% Heavy ve	h		2	2		2	2	2		2	1	<u>2</u> .95	2 0.95	2 0.95	2 0.95	2 0.95	2 0.95
PHF	A \		0.95 A	0.9 A		95 A	0.95 A	0.9 A	2	0.95 A		.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Actuated (P/ Startup lost f			2.0	2.0			2.0	2.0	,			2.0	2.0	- ``	2.0	2.0	<u> </u>
ext. eff. gree			2.0	2.0			2.0	2.0				2.0	2.0		2.0	2.0	
Arrival type			5	5			5	5				5	5		5	5	
Jnit Extensi	on		3.0	3.0)		3.0	3.0)			3.0	3.0		3.0	3.0	
Ped/Bike/RT	OR Volume		0	0		0	0	0		0	Ţ	0	0	0	0		0
ane Width			12.0	12.	0		12.0	12.	0		1	2.0	12.0	<u> </u>	12.0	12.0	
Parking/Gra	de/Parking		Ν	0		Ν	N	0		Ν		Ν	0	Ν	Ν	0	N
Parking/hr																<u> </u>	
Bus stops/hi			0	0			0	0				0	0		0	0	
Jnit Extensi			3.0	3.0	0		3.0	3.0	0			3.0	3.0		3.0	3.0	
Phasing	Excl. Left	Thru	& RT	1	03		0	4	E	xcl.	Left	Th	ıru & R	r	07		08 8C
	G = 10.0	G =		_	= 0.0		G =			= 2			= 15.0		0.0	G =	0.0
riming	Y = 5	Υ=		Υ	-		Y =		Υ	= 5			= 5	Y =		Y =	
Duration of A	Analysis (hrs) = 0.2	25	<u>.L</u>									cle Len	gth C =	115.	0	
_ane Gro	up Capaci	ty, C	ontr	<u>ol C</u>	<u>elay</u>	<u>, an</u>	d LC	<u>DS D</u>	ete	rmi	na	tion			<u></u>		
		! 	E	3		!		WB					NB			SB	
Adj. flow rat	e	53	151	3		84	1	176			42		16		116	47	
Lane group	сар.	146	16:	2		146	2	311			291		229		291	221	
v/c ratio		0.36	0.9	4		0.58	3 ().51	T		0.1	4	0.07		0.40	0.21	
Green ratio		0.09	0.4	3		0.09) ().43	T		0.1	7	0.13		0.17	0.13	
Unif. delay	<u>1</u> 1	49.5	.09 0.43				5 2	23.6	Ť		40.:	2	43.9		42.2	44.7	
Delay factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.11				0.17	7 (0.12	T		0.1	1	0.11	1	0.11	0.11	
Increm, dela		1.5	1.5 11.0			5.5		0.2	T		0.2	?	0.1		0.9	0.5	
PF factor	<u>, , , , , , , , , , , , , , , , , , , </u>	0.937				0.93	37 0	.487	十		0.86	50	0.900		0.860	0.900)
Control dela	ay	47.9				52.	7	11.7	T		34.	8	39.6		37.1	40.7	
Lane group	<u> </u>	D				D		В	T		С		D		D	D	
Apprch. del			26.9		<u> </u>	<u> </u>	14.	4				36	5.2			38.2	
Approach L			С				В	***************************************				L)			D	
Intersec. de		T T	22.5					1	nte	rsect	tion	LOS				С	
						£											

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					<u>S</u>	<u>HO</u>	RTF			<u>र ।</u> rmati	<u> </u>						
Seneral Inf	ormation											EU	CADIA	BLVD/3	SAXON	ΪΥ	
Analyst		US	SAI				Į!	nter	secti	ion	•	. I		RD.			
\gency or C	Co.		SAI						Тур					ner area			
Date Perfor			1/08	<i></i>			J	uris	dicti	ion			YEAR:	INITAS 2010 M			
ime Perioc	AIV.	PEA	K HOL	JK			 ^	nal	ysis	Year				OJECT			
Volume an	d Timing Inp	ut									***************************************						
				EB					WΒ		_		NB	F		SB	I DT
			LT	TH		<u>₹</u>	LT		TH_	RT		LT	TH	RT	LT	TH	RT
ium. of Lar	nes		1	2	()	1		2	0		1	1	0	1	1	0
ane group			L.	TR			L		TR			<u></u>	TR		Ŀ	TR	40
/olume (vp	h)		20	1178	28		230	_	23	31	<u>-</u>	25	162	81	60	175	42
% Heavy v	eh		2	2		2	2		2	2		2	2	2	2 0.95	2 0.95	2 0.95
PHF			0.95	0.95		95 ^	0.95		.95 A	0.95 A		<u>95</u> A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Actuated (P			A 2.0	A 2.0	╀	4	A 2.0		<u>A</u> 2.0	+ ^-		2.0	2.0	 ^ -	2.0	2.0	 '
Startup lost			2.0	2.0	+-		2.0		2.0	1		.0	2.0	-	2.0	2.0	
Ext. eff. gre Arrival type	***************************************		5	5	十		5		5	1	_	5	5		5	4	
Unit Extens			3.0	3.0	╅		3.0	13	3.0		1	3.0	3.0		3.0	3.0	
	TOR Volume		0	0	10	00	0_		0	0		0	, 0	0	0		0
ane Width			12.0	12.0			12.0	1.	2.0		1	2.0	12.0		12.0	12.0	
Parking/Gra	ade/Parking		Ν	0	1	V	N		0	N		N	0	N	Ν	0	N
Parking/hr							<u> </u>									<u> </u>	
Bus stops/h	nr .		0	0			0		0			0	0		0	0	
Unit Extens	sion		3.0	3.0			3.0	;	3.0			3.0	3.0		3.0	3.0	<u> </u>
Phasing	Excl. Left	Thru	& RT)3		0	4		Excl.			hru & R		07		08
Timing	G = 17.0		40.0	G =	0.0		G =			G = 1			= 17.0		0.0	G = Y =	0.0
	Y = 5	Υ =		Υ =			<u>Y = </u>			Y = 5			= <i>5</i> /cle Ler	Y =			
	Analysis (hrs			<u> </u>				10	Dat	form	ina			igui o	107.		
Lane Gro	oup Capaci	ty, C			lay	, ar				term	IIIa	uoi	NID.		<u> </u>	SB	
			EB					WB					NB	T	60		
Adj. flow ra	ıte	21	143			242		399			100		256		63	228	
Lane group	сар.	274	140	7		274		428	<u>-</u>		161		305		161	311	
v/c ratio		0.08	1.0	2		0.88	8 ().63			0.62		0.84	<u> </u>	0.39	0.73	
Green ratio)	0.16	0.3	8]	0.10	6).38			0.1)	0.16	<u> </u>	0.10	0.16	_
Unif. delay	d1	36.9	32.	0		42.	5 2	26.0			45.	2	42.2		44.1	41.3	
Delay facto	or k	0.11	0.5	0		0.4	1 ().21			0.2)	0.37		0.11	0.29	
Increm. de	iay d2	0.1	29.	1		26.	9	0.9			7.2)	18.4		1.6	8.7	
PF factor		0.87	870 0.583		0.87	70 0),58.	3		0.92	29	0.870		0,929	1,000	2	
Control de	lay	32.2	2.2 47.8				9	16.1			49.	2	55.1		42.6	50.0	
Lane grou	p LOS	С	D		Ε		В			D		E		D,	D		
Apprch. de	elay		47.6				26.	2				5	3, <i>4</i>			48.4	
Approach	LOS		D				С						D			D	
Intersec. d	****		40.8						Int	ersec	tion	LOS	3			D	
<u> </u>		-A															V 6 14

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					S	НО	RTR	EPC	RT								
eneral Info	rmation	·						te In			on						
nalyst agency or Co Date Perform Time Period	o. ned	US US 09/1 ⁻ 1 PEAF	AI 1/08	JR			Aı Ju	terse ea Ty irisdic nalysi	ype ctior	า	L		I All oth ENC YEAR 2	RD. er area INITAS	S /ITH	IY	
Volume and	l Timing Inp	ut													1		
		-		EB				WE					NB	F1-7	LT	SB TH	RT
			LT	TH	R		LT	TH	_	RT		LT	TH	RT			0
lum. of Lane	es		1	2	0)	1	2	_	0	_	1	1	0	1	1	0
ane group			L	TR			L	TR				L	TR		L	TR	
/olume (vph)		35	1290	16		180	1012	2]	51		05	56	219	91	207	20
% Heavy ve			2	2	2		2	2		2		2	2	2	2	2	2
PHF			0.95	0.95	0.9	_	0.95	0.95	<u> </u>	0.95		.95	0.95	0.95	0.95 A	0.95 A	0.95 A
\ctuated (P/			<u>A</u>	A	<i>P</i>	<u> </u>	A 2.0	2.0	-	<u>A</u>		<u>A</u> 2.0	A 2.0	Α	2.0	2.0	
Startup lost t		THE RESERVE TO THE RE	2.0 2.0	2.0 2.0	\vdash		2.0	2.0		Name of Persons and Address of the Owner, where the Owner, where the Owner, where the Owner, where the Owner,		2.0	2.0		2.0	2.0	
Ext. eff. gree	<u>'N</u>		<u>2.0</u> 5	2.0 5	╂─		5	5	+		_	5	5		5	5	
Arrival type	* IA		3.0	3.0	╫		3.0	3.0	,			3.0	3.0	<u> </u>	3.0	3.0	
Jnit Extension Ped/Bike/RT			0	0	10	n	0	0.0	\dashv	0		0	0	0	0		0
ane Width	OK VOIUING		12.0	12.0	łΥ		12.0	12.0	,			2.0	12.0		12.0	12.0	
	de (Derleine		N N	0	1	J	N	0		N		N	0	N	N	0	Ν
Parking/Gra	de/Parking		/V	V	╁	V	7.0	 	╌┼		-		<u> </u>				
Parking/hr					╀		 	0			╬	0	0	-	0	0	
Bus stops/hr			0	0	 		0		┈┤		-				3.0	3.0	
Jnit Extensi			3.0	3.0	<u>L_</u>		3.0	3.0				3.0	3.0	<u> </u>			<u> </u>
Phasing	Excl. Left	Thru		1	3	_	04			xcl. l			ru & R = 17.0		07 = 0.0	G =	08
Timing	G = 12.0	G = /		G = Y =	0.0		G = Y =		1	= 8. = 5	U		= 77.0 = 5	Y =		Y =	0.0
	Y = 5	Y = (Y =		L	T		<u> </u>						= 97.0		
	Analysis (hrs			1 0-1			410	e D	-t-	rm i	nai			9010			
Lane Gro	up Capaci	ту, С			<u>ау,</u>	al.			ete	11111	IIa	LIVII				SB	
			EE		_			VB		.			NB	1			<u>. </u>
Adj. flow rat	9	37	142	6	_	189	11	19	_		111		290	<u> </u>	96	239	
Lane group	cap.	207	152	9		207	15	528			138	3	303		138	339	
v/c ratio		0.18	0.9	3		0.91	1 0.	73		T	0.80)	0.96		0.70	0.71	
Green ratio	,	0.12	0.4	1		0.12	2 0.	41	T		0.08	3	0.18		0.08	0.18	
Unif. delay	11	38.1	27.	2		42.0	2	4.0			43.7	7	39.6		43.3	37.6	
Delay factor	·k	0.11	0.4	0.43	3 0.	.29			0.38	5	0.47		0.26	0.27			
Increm. dela	ay d2	0.4 10.8				39.	3 1	.8			28.2		40.2		14.2	6.5	
PF factor		0,906	0.5	0.90	0.	532			0.94	10	0.858		0.940	0.858	3		
Control dela	ıy	34.9	25,		77	4 1	4.6			69.3	3	74.2		54.9	38.8		
Lane group	LOS	С	С			E		В			Ε		Ε		D	D	
Apprch. del	ay		25.5				23.7		ستستجنب				2.8		ļ	43.4	<u>.</u>
Approach L	OS	<u> </u>	С				С						-	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		D	
Intersec. de	lav		31.9					I	nter	sect	ion	LOS			<u> </u>	С	

nort Report														Page	1 of 1				
	· · · · · · · · · · · · · · · · · · ·			<u> </u>	רסו	- DE	POI	⊃T							32				
eneral Information				SIT	<i>)</i>		e Info		tion										
eneral monnation	····					_	ersec			LEUC			SIDONI	Α					
	USAI USAI 19/11/08 PEAK H		?			Are Jur	a Ty _l isdict	pe ion	ar		All oth ENC: EAR 2	INITA: 2010 V	S VITH						
olume and Timing Input						<u> </u>				<u> </u>	PRC)JEC1		·					
olume and riming input			EB		Т		WE	3			NB			SB					
	L	T	TH	RT		LT	TH		RT	LT	TH	RT	LT	TH	RT				
um. of Lanes	1]	2	0		0	2		0	0	0.	0	1	0	1				
ane group	L		T				TR						L		R				
olume (vph)	3(1277				1060		7				35		13				
% Heavy veh	2		2				2		2			<u> </u>	2 0.95		2 0.95				
HF	0.9	***************************************	0.95	 	+		0.95		.95 A		 	 	0.95 A	 	0.95 A				
ctuated (P/A)	$\frac{A}{2}$	_	A 2.0	<u> </u>	├-		2.0	- -	<u>~</u>		 	<u> </u>	2.0	ļ	2.0				
tartup lost time	2. 2.		2.0	-	-	**********	2.0	十				 	2.0		2.0				
xt. eff. green rrival type	<u> </u>		5	 	十		5	_			1]	5		5				
Init Extension	3.		3.0		十		3.0						3.0		3.0				
Ped/Bike/RTOR Volume						0	0		0	0			0	0	0				
ane Width	12	.0	12.0				12.0)					12.0		12.0				
arking/Grade/Parking	_ /	J	0	Ν		Ν	0		Ν	Ν		Ν	Ν	0	N				
arking/hr		***************************************												<u> </u>					
us stops/hr	()	0				0					<u> </u>	0	<u> </u>	0				
Init Extension	3.	0	3.0				3.0			<u> </u>	<u> </u>	<u> </u>	3.0	<u> </u>	3.0				
hasing EB Only T	hru & R	T	03			04			Only		06		07		08				
G = 25.0 G	i = 35.0		G = 0.0	0	G=				10.0		= 0.0		= 0.0	G =					
	= 5		Υ =		Υ =	:		Y =	5	Y =		Y =		Y =					
Duration of Analysis (hrs) =	0.25							4			ne Len	gin C	= 85.0						
ane Group Capacity	, Con			<u>y, a</u>	nd			terr	nina	tion			l .						
		EE		_			NΒ		-		NB			SB	T 7.				
∖dj. flow rate	32	134				112			_				37	<u> </u>	14				
ane group cap.	493	285	5			15		<u> </u>					197	 	176				
//c ratio	0.06	0.4	7			0.7		<u> </u>					0.19	<u> </u>	0.08				
Green ratio	0.29	0.7	6			0.4	11						0.12	<u> </u>	0.12				
Jnif. delay d1	21.6	3.7	7			21	.0						33.8		33.4				
Delay factor k	0.11	0.1	1			0.2	29						0.11	<u> </u>	0.11				
ncrem. delay d2	0.1	0.1	1			1.	8	<u> </u>					0.5	ļ	0.2				
PF factor	0.722	0.2	13			0.5	533						0.911		0,911				
Control delay	15.6	0.9	9			13	3.0						31.3	<u> </u>	30.6				
ane group LOS	В	Α				E	3						С		C				
Apprch. delay	1.	2				13.0	0						ļ	31.1					
Approach LOS	/	}				В								С					
intersec. delay	7.	0		T			lr	nters	ectio	n LOS	;		<u></u>	Α					

Num. of Lanes	hort Report	t														Page	1 of 1
Analyst						SHC	RT										
Intersection	General Info	rmation						Site	Infor	matior					2/2/2/1/2	4	
BB	∖gency or Co Date Perform	ned	USA 09/11	41 708	R			Are Juri	a Type sdictio	e n	LE		All oth ENC EAR 2	ST. er area NITAS 2010 V	as S VITH	A	
Num. of Lanes	Volume and	d Timing Inp	ut						1.6.000		-T		ND		<u> </u>	CD.	
Num. of Lanes			- 1			Грт	. -	T		Грт	╂	T		RT	17		RT
North	North and the second					 				·							1
Control delay Color Colo		2 8		···	ļ	ľ	- -`			 	_				L		R
Volume (Vir) 30 0.95		\				<u> </u>	╂			25	十				<u> </u>		8
No. No.					<u></u>	 	+				十一						2
Actuated (P/A)		** 1								0.95	工						0.95
Startup lost time	The second secon	A)								A	_					<u></u>	A
Set end green	Startup lost l	ime				ļ	_										2.0
Arrival type 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		n				 				 	-		<u> </u>			<u> </u>	5
Onit Extension						╂	╬			 	╁			 			3.0
Pedrisker FOR Volume				3.0	3.0	-		Λ				0				0	0
Parking/Grade/Parking		OR volume		120	120		-			╁┷╌				 			12.0
Parking/hr Image: colspan="6">Image: colspan="6">Image: colspan="6">Image: colspan="6">Image: colspan="6">Image: colspan="6">Image: colspan="6" Image: colspan="6">Image: colspan="6" Image:		de/Darking				N		N	 	N		N		N	Ν	0	N
Bus stops/hr		uch alking			 			*********			-	************					
Sunit Extension		······································		0	10	1	_		0	1	╅				0		0
Phasing						-	\neg				_		·	 	3.0		3.0
Timing G = 25.0 G = 35.0 G = 0.0 G = G = 10.0 G = 0.			Thru	<u> </u>				04		SB Onl	lγ		06	T	07	1	08
Timing Y = 5									G	= 10.		G =					
Lane Group Capacity, Control Delay, and LOS Determination EB	Timing		Y= 5		Y =		Y =		Υ	= 5							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Adj. flow rate 37 1614 1295 17 8 Lane group cap. 493 2855 1533 197 17 v/c ratio 0.08 0.57 0.84 0.09 0.0 Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.5 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30.6 Apprch. delay 1.5 16.6 30.6 30.6	Duration of	Analysis (hrs) = 0.2	5									le Len	gth C	= 85.0		
Adj. flow rate 37 1614 1295 17 8 Lane group cap. 493 2855 1533 197 17 v/c ratio 0.08 0.57 0.84 0.09 0.0 Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.7 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30 Lane group LOS B A B C 0 Approh. delay 1.5 16.6 30.6 30.6	Lane Gro	up Capaci	ty, Co	ontro	l Dela	<u>y, a</u>	nd L	<u>.OS</u>	Dete	<u>ermin</u>	atio	on					
Adj. flow rate 37 1014 1256 197 17 Lane group cap. 493 2855 1533 197 17 v/c ratio 0.08 0.57 0.84 0.09 0.0 Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.1 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30 Lane group LOS B A B C 0 Apprch. delay 1.5 16.6 30.6 30.6				E	В			V	VΒ				NB			SB	
Lane group cap. 493 2855 1533 197 17 v/c ratio 0.08 0.57 0.84 0.09 0.0 Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.5 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30 Apprch. delay 1.5 16.6 30.6 30.6	Adj. flow rat	е	37	16	14			129	95						17	<u> </u>	8
v/c ratio 0.08 0.57 0.84 0.09 0.0 Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.1 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30.6 Apprch. delay 1.5 16.6 30.6 30.6		***************************************	493	28	55			153	33						197		176
Green ratio 0.29 0.76 0.41 0.12 0.1 Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.1 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30.6 Apprch. delay 1.5 16.6 30.6 30.6			0.08	0.8	57	1		0.8	34			1			0.09		0.05
Unif. delay d1 21.7 4.1 22.5 33.4 33 Delay factor k 0.11 0.16 0.38 0.11 0.7 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30 Lane group LOS B A B C 0 Apprch. delay 1.5 16.6 30.6 30.6			_			_		0.4	11			1	i		0.12		0.12
Delay factor k 0.11 0.16 0.38 0.11 0.1 Increm. delay d2 0.1 0.3 4.5 0.2 0. PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30.6 Lane group LOS B A B C 0.0 Apprch. delay 1.5 16.6 30.6 30.6		d1				_		22	.5			┪			33.4		33.3
Increm. delay d2	<u></u>											十			0.11	1	0.11
PF factor 0.722 0.213 0.533 0.911 0.9 Control delay 15.7 1.1 16.6 30.6 30 Lane group LOS B A B C C Apprch. delay 1.5 16.6 30.6 30.6						\dashv						\dashv			0.2	1	0.1
Control delay 15.7 1.1 16.6 30.6 30.6 Lane group LOS B A B C C C Apprch. delay 1.5 16.6 30.6 30.6 30.6		ay uz							<u>}</u>			十			<u> </u>	1	0.911
Control delay 15.7 7.1 16.6 C C Lane group LOS B A B C C C Apprch. delay 1.5 16.6 30.6 C C	<u></u>	73.7										\dashv		····	ļ	†	30.4
Apprch. delay 1.5 16.6 30.6						-						\dashv			!	1	C
Appron. delay 7.0			- -		<u>' </u>									·····		30.6	<u> </u>
			-			_											
100						-			1L	ore oot	Cn 1	00			_		
litter sec. delay 0.5	Intersec. de	elay													<u> </u>		Version 4

33- A 2010

					SHC	RTR	EPC)R1	r								
General Info	rmation					s	ite In	for	matio								
Analyst Agency or Co Date Perforn Time Period	ned	US	SAI SAI 2/08 K HOL	JR		A. Ju	terse rea T urisdi nalys	ype ctio	n			GAF All c EN YEAF	RDE othe ICIN R 20	NS E r are IITA:	as S VITH	L	
Volume and	d Timing In	put															
				EB	RT	LT	WI TH		RT	L.	Т	NB TH	T	RT	LT	SB TH	RT
Num. of Lan	00		LT 1	TH 2	0	1	2	-	0	1		1	┪	1	1	1	1
			L	TR		1	TR			L		T	┪	R	L	T	R
Lane group Volume (vph	,1		30	1162	115	350	934		16	12	0	25		75	60	80	10
% Heavy ve			2	2	2	2	2	十	2	2		2		2	2	2	2
PHF			0.95	0.95	0.95	0.95	0.9	5 (0.95	0.9		0.95		.95	0.95	0.95	0.95
Actuated (P/	'A)		Α	Α	Α	Α	Α		Α	A		Α		<u>A</u>	A	A	A
Startup lost t			2.0	2.0	<u></u>	2.0	2.0	manan de la constante de la constante de la constante de la constante de la constante de la constante de la co	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2.0		2.0		2.0	2.0	2.0	2.0 2.0
Ext. eff. gree	en		2.0	2.0		2.0	2.0	-		2.		2.0 5		2.0 5	2.0 5	5	5
Arrival type			5	5	 	5	5	+		3.		3.0		<u>5</u> 3.0	3.0	3.0	3.0
Unit Extensi	The second secon		3.0	3.0		3.0 0	3.0	4	0	3.	*	0		3.0 175	0	0	0
Ped/Bike/RT	OR Volume)	0	12.0	0	12.0	12.		U	12		12.0		2.0	12.0	12.0	12.0
Lane Width	-1 - 7501 -t		12.0 N	0	N	12.0 N	12.		N	1/2		0		<u> </u>	N	10	N
Parking/Gra	de/Parking		//	<u> </u>	'V		[']			 ``		╁┷╌	╅				
Parking/hr			0	0		0	0			1)	0	十	0	0	0	0
Bus stops/hi Unit Extensi			3.0	3.0	╁	3.0	3.0		····	3.		3.0	_	3.0	3.0	3.0	3.0
	Excl. Left	Thru	& RT	0:0	<u>1</u>	04			xcl. Le	<u></u>		ru &		Ī	07	1	08
Phasing	G = 29.0	G =		G = (G =			= 13.			= 12		G=	0.0	G =	
Timing	Y = 5	Y =		Υ =		Υ =		Y	= 5		Y	= 5		Y =		Y =	
Duration of	Analysis (hr	s) = 0.2	25									cle Le	engt	h C :	= 120	.0	
Lane Gro	ир Сарас	ity, C	ontro	ol Dela	ay, ar	nd LO	S D	ete	rmin	ati	on						
			EB			WB					N	В				SB	
Adj. flow rat	е	32	1344		368	1000)		126		26		105		63	84	11
Lane group	сар.	405	1412		405	1428	3		182		19	6	575		182	196	150
v/c ratio		0.08	0.95		0.91	0.70)		0.69		0.1	3	0.18	3 (0.35	0.43	0.07
Green ratio		0.24	0.38		0.24	0.38	3		0.11		0.1	0	0.38	3 (0.11	0.10	0.10
Unif. delay		35.2	35.9		44.2	31.2	2		51.6		49.	3	24.5	5 4	49.6	50.8	49.0
Delay facto		0.11	0.46		0.43	0.27	7		0.26)	0.1	1	0.11	1	0.11	0.11	0.11
Increm. del	ncrem. delay d2 0.1				24.0	1.6			10.7	7	0.:	3	0.2		1.1	1.5	0.2
PF factor	PF factor 0.788 0.				0.788	0.58	6		0.91	9	0.9	26	0,58	6	0.919	0.926	0.926
Control dela	Control delay 27.8 35.1				58.8	19.8	3		58.1	·	45.	9	14.5	5	46.7	48.5	45.5
Lane group	ane group LOS C D					В			E		D		В		D	D	D
Apprch. del	Apprch. delay 35.0					30.3				39	9.1					47.6	
Approach LOS C						С				ı	D					D	
intersec. de	elay	3	3.9				Int	ers	ection	LO	S					С	······

Page 1 of 1 33- (20

					SHC	ORTR											
General Info	ormation					S	ite In	for	matio				4 F3 f		101141		
Analyst Agency or C Date Perforr Time Period	ned	US	SAI SAI 12/08 K HOU	JR		A Ji	iterse rea T urisdi nalys	ype ctio	e n			GADIA GARI All oti ENC 2010	DEN her a DINIT	S D area TAS	R as S		
Volume and	d Timing In	put															
				EB			WE		me bus	<u> </u>	- 1	NB		_	, 970	SB	r 5-
			<u>LT</u>	TH_	RT	LT	TH	4	RT	LT	_	TH	R7	╣	LT 1	TH	RT 1
Num. of Lan	es		1	2	0	1	2	_	0	1		1	1			1	
Lane group			<u></u>	TR		L	TR			L		T	R	_	<u>L</u>	T	R
Volume (vph			10 2	1466	75 2	348 2	1111	4	<i>50</i>	85 2	_	25 2	138 2	4	85 2	25 2	35 2
% Heavy ve	en		∠ 0.95	2 0.95	0.95	0.95	0.95	, 	_ <u>_</u> 0.95	0.9	5	0,95	0.9	5	0.95	0.95	0.95
Actuated (P/	/A)		A	A	A	A	A		A	A	Ť	Α	A	\exists	Α	А	Α
Startup lost			2.0	2.0		2.0	2.0			2.0		2.0	2.0		2.0	2.0	2.0
Ext. eff. gree	∍n		2.0	2.0		2.0	2.0			2.0)	2.0	2.0	_	2.0	2.0	2.0
Arrival type			5	5		5	5	_		5		5	5	_	5	5	5
Unit Extensi			3.0	3.0	<u> </u>	3.0	3.0	_		3.0 0		3.0 0	3.0 0		3.0 0	3.0 0	3.0 0
Ped/Bike/RT	OR Volume)	0 12.0	0 12.0	0	12.0	0 12.0	\neg	0	12.		12.0	12.	n	12.0	12.0	12.0
Lane Width	d - /Dowleina		12.0 N	0	N	12.0 N	0	+	Ν	1/2. N		0	12. N		N	0	N
Parking/Gra	de/Parking		11/	, v	/V	//	 		1.4	''			╁	-	10	Ť	' <u>`</u>
Parking/hr			0	0		10	0	╌┼		10		0	0		0	0	0
Bus stops/hi Unit Extensi		······································	3.0	3.0		3.0	3.0	,		3.0		3.0	3.0		3.0	3.0	3.0
	Excl. Left	Thru	8 RT	0:	2 1	0.0			xcl. Le			ru & R			07	<u> </u>	08
Phasing	G = 27.0	G =		G = (G =			= 12.		G =				0.0	G =	
Timing	Y = 5	Y =		Υ=		Υ=		Υ:	= 5			: 5		/=		Υ=	
Duration of												le Len	gth (<u> </u>	120.	.0	
Lane Gro	up Capac	ity, C	ontro	ol Dela	ay, aı	nd LO	S De	ete	<u>rmin</u>	atic	n						
			EB			WB			<u> </u>		N			_		SB	
Adj. flow rat	e	11	1622		366	1222	2		89		26	1.	<i>1</i> 5	1	39	26	37
Lane group	сар.	377	1575		377	1576	;		168		163	5:	25	1	68	163	125
v/c ratio		0.03	1.03		0.97	0.78			0.53	().16	6 O.	28	0.	.53	0.16	0.30
Green ratio		0.22	0.43		0.22	0.43			0.10	(0.08	3 0.	35	0.	.10	0.08	0.08
Unif. delay	d1	36.3	34.5		46.1	29.6			51.3	{.	51.1	1 28	3.1	5	1.3	51.1	51.7
Delay factor	r k	0.11	0.50		0.48	0.32			0.13	(0.1°	1 0.	11	0	.13	0.11	0.11
Increm, dela	ay d2	0.0	30.7		38.5	2.5			3.2		0.5	0	.3	3	3.2	0.5	1.3
PF factor		0.806	0.507	7	0.806	0.50	7		0.92	6 (0,93	9 0.	641	0.	.926	0.939	0.939
Control dela	ау	29.3	48.2		75.7	17.5			50.7		48.	5 18	3.3	5	0.7	48.5	49.9
Lane group	LOS	С	D		Ε	В			D		D		3		D	D	D
Apprch. del	ay	4	8.1			30.9				32.	4				,	50,1	
Approach L	.OS		D			С				С	;					D	
Intersec. de	elay	3.	9,5				Inte	erse	ection	LOS	3		·-··-			D	

				SH	ORT	RI	EPO	R	T	· · · · · · · · · · · · · · · · · · ·							
General Information							te Infe										
Analyst Agency or Co. Date Performed	US/ US/ 09/12 1 PEAK	AI 2/08	IR			Ar Ju	ersec ea Ty risdic alysis	pe tio	n	LE		CADIA E VIE All oth ENC YEAR 2 PRO	W F er a INI 201	RD. area TAS O W	S /ITH	īN	
Volume and Timing Inp	ut																
			EB				WB			<u> </u>		NB	-	-	1.7	SB	RT
		LT	TH	RT	L_		TH	╬	RT	ļ,		TH	R		LT	TH 2	0
Num. of Lanes		2	2	0	2		2	4	0	2		2	U		2		├-
Lane group		L.	TR		L		TR	_		L		TR	_		L	TR	040
Volume (vph)		230	967	300			867	+	20	21.	5	141 2	30		10 2	260 2	218
% Heavy veh		2	2	2	0.9		2 0.95	\dashv	2 0.95	0.9	5	∠ 0.95	0.9		0.95	0.95	0.95
PHF Actuated (P/A)		0.95 A	0.95 A	0.95 A	0.9 A		0.95 A	╅	0.95 A	10.9 A		0.90 A	<i>O.</i> 3		A	A	A
Startup lost time		2.0	2.0	┟ᢡ	2.0		2.0	1		2.0)	2.0			2.0	2.0	
Ext. eff. green		2.0	2.0		2.4		2.0			2.0		2.0			2.0	2.0	
Arrival type		5	5		5		5			5		5	ļ		5	5	
Unit Extension		3.0	3.0		3.0		3.0		ACCOUNTY	3.		3.0			3.0	3.0	400
Ped/Bike/RTOR Volume		0		65	0		0	_	0	10	_	0	C)	0	0	100
Lane Width		12.0	12.0		12.		12.0	_		12.	_	12.0	<u> </u>		12.0	12.0	
Parking/Grade/Parking		Ν	0	Ν	Λ	<u> </u>	0	_	N	^		0			N	0	N
Parking/hr				<u> </u>			<u> </u>	_					<u> </u>			<u> </u>	
Bus stops/hr		0	0	<u> </u>	0)	0				-	0	_		0	0	
Unit Extension		3.0	3.0		3.	0	3.0			3.		3.0	L		3.0	3.0	
Phasing Excl. Left	Thru 8		• 0			04			xcl. L			ru & R			07		80
Timing $G = 15.0$	G = 4		G = 0	0.0	G =				= 13	3.0		= 25.0		G = Y =	= 0.0	G = Y =	
Y = 5	Y = 5		Υ=		Υ =			Υ	= 4						= 120.	مستحدث المرتبي	
Duration of Analysis (hrs) = 0.2	0	l Dal				e D	40	· · · · · ·	nati			9		, 120.		
Lane Group Capaci	ty, Co			ay, d	anu i			·	T 1111	ilau	<u> </u>	NB			1	SB	
		EB					/B	Γ-		000			Т		11	398	
Adj. flow rate	242	126			53	93		<u> </u>		226	_	180	╀		11		
Lane group cap.	407	148	0	4	07	15	19			353	_	757	<u> </u>		353	741	
v/c ratio	0.59	0.88	5	0.	.62	0.0	61		(0.64		0.24	L		0.03	0.54	
Green ratio	0.13	0.4	1	0	.13	0.4	41		(0.11		0.21			0.11	0.21	
Unif. delay d1	49.6	32.3	3	4	9.8	28	3.0	T		51.3		39.6			47.9	42.3	
Delay factor k	0.18	0.39		0	.20	0.,	20	T		0.22		0.11	Ī		0.11	0.14	
Increm. delay d2	5.1		7	2.9	0.	.8	T		3.9		0.2	T		0.0	0,8		
PF factor	2.4 0.905	0.54	10	0.	905	0.8	540	Ī	7	0.919)	0.825			0.919	0.82	5
Control delay	47.3	22.	6	4	8.0	15	5.9			51.0		32.8			44.0	35.7	
Lane group LOS	Lane group LOS D C						В			D		С			D	D	
Apprch. delay	2	26.5			2	2.7					42	2.9				35.9	
Approach LOS			С					l	ס			<u> </u>	D				
Intersec. delay	2	28.2					In	ite	rsect	ion L	os					С	

1																Расе	1 of 1
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					-	ПΟ	RTF) ED		T							
Seneral Info	rmation					110				rmati	ion						
enerai into	rmadon											EUC	CADIA I		GARDE	N	
nalyst			SAI					nters						W RD.			
gency or Co			SAI 2/08					∖rea ¯ lurisd						er area INITAS			
ate Perform ime Period			ziub K HOl	IR			- 1						YEAR 2				
line renou		, ,, ,	, , , , , , ,					Analy	SIS	Year			PRO)JECT			
Volume and	l Timing Inp	ut															
				EE				V		r			NB			SB	
			LT	TH		₹T	LT	T		RT	-	<u>LT</u>	TH	RT	LT	TH	RT
lum. of Lane	es .		2	2		0	2	2		0	_	2	2	0	2	2	0
ane group			L	TR			L	TH				L	TR		L	TR	
/olume (vph)		300	1064		25	240	90		85	12	95	150	55	100	367	314
% Heavy ve	h		2	2		2	2	2		2		2	2	2	2	2	2 0.95
PHF	A \		0.95	0.95		95 ^	0.95	0.9		0.95 A	10	.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Actuated (P/			A 2.0	A 2.0		4	2.0	2.		 ^	+	<u>л.</u> 2.0	2.0	 ^	2.0	2.0	
Startup lost t Ext. eff. gree			2.0	2.0	- -		2.0	2.	_	 		2.0	2.0		2.0	2.0	
-xt. en. gree Arrival type	! I		5	5	┪		5	5		 		5	5		5	5	
Jnit Extension	ctension 3.0 3.0						3.0	3.	0	1		3.0	3.0		3.0	3.0	
	Extension 3.0 Bike/RTOR Volume 0					5	0	0)	0		0	0	0	0	0	100
ane Width			12.0	12.0			12.0	12	.0		7	2.0	12.0		12.0	12.0	
Parking/Grad	de/Parking		Ν	0		N	N		0	N		Ν	0	N	Ν	0	Ν
Parking/hr				1							T						
Bus stops/hr	, , , , , , , , , , , , , , , , , , ,		0	0	┪		0	()	1		0	0		0	0	
Unit Extensi			3.0	3.0			3.0	3.	.0	1	7	3.0	3.0		3.0	3.0	
Phasing	Excl. Left	Thru	<u> </u>	 	03	T	0	4	T	Excl.	Left	Tł	nru & R	T	07		08
	G = 15.0	G =		G=	0.0		G =			3 = 1		G	= 23.0		0.0	G =	
Timing	Y = 5	Υ=		Υ=			Y =		Y	′= 5			= 5	Y =	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Y =	
Duration of /	Analysis (hrs) = 0.2	25										cle Len	gth C =	<u> </u>	0	
Lane Gro	up Capaci	ty, C	ontr	ol D	elay	, an	d LC	<u>OS E</u>)et	erm	ina	<u>tion</u>			y		
			EE					WB		l			NB			SB	
Adj. flow rat	2	316	139	4		253	1	036	T		31	1	216		105	611	
Lane group		407	147			407	, 1	505	十		35:	3	687		353	676	
	oap.		0.9			0.62		0.69	╅		0.8		0.31	†	0.30	0.90	
v/c ratio		0.78				0.02		0.41	╫		0.1		0.19	1	0.11	0.19	
Green ratio	lat	0.13	0.4					29.2	+		52.		41.7	-	49.3	47.4	
	delay d1 50.9 34.1					49.8			+		0.4		0.11		0.11	0.42	
	ay factor k 0.33 0.46					0.20		0.26	\dashv		 				0.11	15.6	
	rem. delay d2 9.2 12.3					2.9		1.3	_		21.		0.3		<u> </u>	0.842	
PF factor						0.90		.540	4		0.9		0.842		0.919		
Control dela						48.0	0 1	17.1	4		70.		35.4	<u> </u>	45.8	55.6	_
Lane group	e group LOS E C					D		В	\bot		E	***************************************	D		D	<u> E</u>	
Apprch. del	ay	<u> </u>	35.3					2					5.0		<u> </u>	54.1	
Approach L	os		D				С				<u></u>		Ε			D	
Intersec. de	lay		37.3						Inte	ersec	tion	LOS)		1	D	

					SH	ORT F										
General Info	rmation					S	ite li	ıfor	mat	ion	, ,	20451	. 6114	D (TO) 4	/A I	
Analyst Agency or Co Date Perforn Time Period	ned	09	USAI USAI 0/12/08 EAK HOU	JR		J.	nterso Area ⁻ Jurisd Analy:	Гуре lictic	e on		LE:	All oth ENC YEAR .	TER I her an INITA	PL. eas NS WITH	//N	ALEXANDER OF THE PROPERTY OF T
Volume and	d Timing I	nput										h.1 Ph			00	
				EB	RT	LT	W 1 TH		RT		T	NB TH	RT	H _{LT} -	SB TH	RT
Num. of Land	es		LT 2	TH 2	1	2	2	'	1	1 7		2	0	1	1	1
Lane group			L	T	R		T	_	R	1_{L}		LTR		L	LT	R
Volume (vph	7		73	801	133	210	962	2	115			17	65	75	18	85
% Heavy ve			2	2	2	2	2		2	2		2	2	2	2	2
PHF	<u></u>	···	0.95	0.95	0.95	0.95	0.9	5	0.95	0.9)5	0.95	0.95	0.95	0.95	0.95
Actuated (P/	A)		Α	Α	Α	Α	Α		Α			Α	Α	Α	Α	Α
Startup lost t	ime		2.0	2.0	2.0	2.0	2.0		2.0	2.	MUNICIPAL	2.0		2.0	2.0	2.0
Ext. eff. gree	n		2.0	2.0	2.0	2.0	2.0	2	2.0	2.		2.0	<u> </u>	2.0	2.0	2.0
Arrival type			5	5	5	5	5	_	5	15		5		5	5	5
Unit Extension			3.0	3.0	3.0	3.0	3.0		3.0		0	3.0		3.0	3.0	3.0
Ped/Bike/RT	OR Volun	те	0	100	0	0	0		0	(0	0	0	0	0
Lane Width			12.0	12.0	12.0	12.0	12,		12.0			12.0	<u> </u>	12.0	12.0	12.0
Parking/Grad	de/Parking)	N	0	Ν	N	0	<u> </u>	N		V	0	N	N	0	N N
Parking/hr						<u> </u>									 	
Bus stops/hr			0	0	0	0	0		0		2	0	<u> </u>	0	0	0
Unit Extension	on		3.0	3.0	3.0	3.0	3.0		3.0		.0	3.0	<u>L</u>	3.0	3.0	3.0
Phasing	Excl. Let		ru & RT	03		- 04	<u> </u>		SB O			IB Only		07		80
Timing	G = 15.0 Y = 5		= 50.0 = 5	G = 0 Y =	0.0	G = Y =			= 1			= 19.0 = 5	Y:	= 0.0 =	G = Y =	
Duration of A	<u> </u>			<u> </u>		<u> </u>	·-····	<u></u>				cle Len				
Lane Gro				ıl Dela	ıv a	nd I C	S D	ete	rm	inati			Y		-	
Lane Oro	ар Сара	l l	EB	/	, y, u		/B					NB			SB	
Adj. flow rate	e	77	843	140	221	101	3	121	7	59	T	111		55	43	89
Lane group		425	1623	652	425		23	652	2	277	1	554		160	183	143
v/c ratio		0.18	0.52	0.21	0,52	0.6	2	0.19	9	0.21	7	0.20		0.34	0.23	0.62
Green ratio		0.13	0.43	0,43	0.13	0.4	3	0.43	3	0.17	7	0.17		0.10	0.10	0.10
Unif. delay c	Unif. delay d1 44.5 23.7 20						2	20.0	0	41.5		41.4		48.6	48.1	50.0
Delay factor	Delay factor k 0.11 0.13 0.13						1	0.1	1	0.11		0.11		0.11	0.11	0.21
Increm. dela	ncrem. delay d2						3	0.1	1	0.4		0.2		1.3	0.7	8.1
PF factor		0.900	0.487	0.487	0.90	0 0.4	87	0.48	37	0.868	3	0.868		0.929	0.929	0.929
Control dela	y	40.3	11.9	10.0	43.1	13.	0	9.9)	36.4	_	36.2		46.5	45.4	54.6
Lane group	LOS	D	В	В	D	В		Α		D		D		D	D	D
Apprch. dela	ay		13.7			17.7					36	3.3			50.1	
Approach LOS B Intersec. delay 19.5						В					[.)			D	
Intersec. de		<u> </u>		ln	ters	ectio	on LC	S				В				

SHORT REPORT Site Information General Information LEUCADIA BLVD/TOWN Intersection CENTER PL. USAI Analyst All other areas Area Type Agency or Co. USAI Jurisdiction **ENCINITAS** 09/12/08 Date Performed YEAR 2010 WITH PM PEAK HOUR Time Period Analysis Year PROJECT Volume and Timing Input NB SB WB EB TH RT LT TH RT RT LT LT TH LT TH **RT** 2 0 1 1 1 2 1 1 1 2 2 2 Num. of Lanes L LTR L LTR T R TR L L Lane group 240 140 59 285 215 240 595 249 260 60 160 844 Volume (vph) 2 2 2 2 2 2 2 2 2 2 2 % Heavy veh 2 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.950.95 0.95 0.95 0.95 PHF Α Α Α Α Α Α A Α Α Α Α Actuated (P/A) Α 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Startup lost time 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Ext. eff. green 5 5 5 5 5 5 5 5 5 5 5 Arrival type 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 80 0 0 ō 0 0 0 0 0 0 0 Ped/Bike/RTOR Volume 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 ane Width Ν 0 Ν Ν 0 Ν Ν Ν Ν 0 Ν 0 Parking/Grade/Parking Parking/hr 0 0 0 0 0 0 0 0 0 0 0 Bus stops/hr 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension 80 **NB** Only 07 SB Only 03 04 Thru & RT Excl. Left Phasing G = G = 20.0G = 0.0G = 19.0G = G = 45.0G = 0.0G = 16.0Timing Υ == Y = 5Y = 5Y = Y = 5Y = 5Υ = Cycle Length C = 120.0 Duration of Analysis (hrs) = 0.25Lane Group Capacity, Control Delay, and LOS Determination NB SB WB EB 121 168 192 445 88 262 226 253 626 888 168 Adi. flow rate 303 237 563 279 554 265 434 1400 1400 563 434 _ane group cap. 0.71 0.40 0.33 0.80 0.45 0.47 0.69 0.40 0.580.39 0.63 v/c ratio 0.16 0.16 0.16 0.38 0.17 0.170.38 0.38 0.380.13 0.13 Green ratio 47.9 44.9 45.4 47.1 48.1 28.4 48.9 28.2 47.5 30.8 27.6 Unif. delay d1 0.27 0.11 0.11 0.35 0.17 0.11 0.110.26 0.21 0.11 0.11 Delay factor k 0.7 0.9 9.4 0.2 0.6 7.0 8.4 2.0 1.0 0.5 0.6 Increm. delay d2 0.875 0.875 0.600 0.8670.867 0.875 0.600 0.600 0.600 0.897 0.897 PF factor 51.3 50.1 40.0 40.5 17.6 47.8 45.9 17.1 19.4 17.0 43.2 Control delay D D D D D В В D В D В Lane group LOS 45.2 49.4 22.1 23.6 Apprch. delay D D C C Approach LOS С Intersection LOS intersec, delay 30.2

				SH	ORT	KEF	OK	. 1							
General Information						Site		***************************************	ion						
Analyst Agency or Co. Date Performed Time Period	US	SAI SAI 12/08 IK HOU	JR			nters Area Juriso Analy	Typ: diction	e on	ſ		ENC YEAR 2	ner are INITAS	as S VITH		
Volume and Timing I	nput										h i r			SB	
		LT	EB	RT	LT		VB TH	R"	_	LT	NB TH	RT	LT	TH	RT
Num of Lanca		2	<u>TH</u> 3	1	2		3	0		2	3	1	2	4	0
Num. of Lanes			<u>з</u> Т	R			R	Ť		<u>-</u> L	T	R		TR	
Lane group		L 205	531	205	1104		47	85		00	1810	785	125	701	140
Volume (vph) % Heavy veh		200	2	200	2		2	2		2	2	2	2	2	2
PHF		0.95	0.95	0.95	0.95		95	0.9		95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)		A	A	A	Α	1	4	Α		Α	Α	Α	Α	Α	Α
Startup lost time		2.0	2.0	2.0	2.0		.0			2.0	2.0	2.0	2.0	2.0	
Ext. eff. green		2.0	2.0	2.0	2.0		.0			2.0 5	2.0 5	2.0 5	2.0 5	2.0 5	<u> </u>
Arrival type		5	5	5	5 3.0		5 3.0	ļ		3.0	3.0	3.0	3.0	3.0	
Unit Extension Ped/Bike/RTOR Volum		3.0 0	3.0 0	3.0 0	0		0	0		0	0	300	0	0	0
Lane Width	<u> </u>	12.0	12.0	12.0	12.0		2.0	ΙŤ		2.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking		N	0	N	N		0	Λ		N	0	N	N	0	N
Parking/brade/ranking						_		†	-			1			
Bus stops/hr		0	0	0	0	1	0	 	十	0	0	0	0	0	
Unit Extension		3.0	3.0	3.0	3.0	3	3.0	1		3.0	3.0	3.0	3.0	3.0	
Phasing Excl. Lef	WB	Only	Thru	& RT	1 0)4	E	Excl.	Left	Ti	ıru & R	Ť	07		08
G = 10.0		29.0	G=		G =	0.0) ==			= 43.0		= 0.0	G =	0.0
Timing $\frac{\sqrt{7}}{\sqrt{1}}$	Y =		Υ= .	5	Y =		Υ	= (5		= 5	Y =		Y =	
Duration of Analysis (h	rs) = 0	25										igth C	= 130.	U	***************************************
Lane Group Capa	city, C		ol Del	<u>ay, a</u>			Det	erm	iina	cion	3.175		1		
	ļ	EB				WB					NB		100	SB	<u> </u>
Adj. flow rate	216	559	216			191			105		905	511	132	885	
Lane group cap.	250	657	323	11	02 2	2031			175	1	767	669	175	2297	
v/c ratio	0.86	0.85	0.67	1.	05 (0.59			0.60		1.08	0.76	0.75	0.39	
Green ratio	0.08	0.12	0.22	2 0.	34 (0.38	Ì		0.05	(0.33	0.45	0.05	0.33	
Unif. delay d1	59.3	55.8	46.7	7 43	3.0	31.8			60.1	4	13.5	30.2	60.7	33.4	
Delay factor k	0.38	0.24	<i>1 0.</i>	50 (0.18			0.19	(0.50	0.32	0.31	0.11		
Increm. delay d2	10.4	5.3	42	2,7	0.4			5.6		45.9	5.2	16.9	0.1		
PF factor	0.906	0.81	7 0.	659 C	0.583	3		0.96	2 (0.670	0.463	0.962	0.67	0	
Control delay	0.944 81.5	61.0	43.4	4 7°	1.0	19.0			63.5		75.1	19.2	75.2	22.5	
Lane group LOS	F	E	D		Ε	В	<u> </u>		Е		E	В	E	С	
Apprch, delay	-	1.6			44.	7			1	63	.3			29.3	
1 ' '					D	·····				Е		······································		С	
Approach LOS		E		- 1	D				.						

Urban Systems Inc. 4540 Kearny Villa Rd. San Diego Ca 92123

Phone: 858-560-4911

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36-A 2010

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.:

Agency/Co.:

Date Performed:

Analysis Time Period:

AM PEAK HOUR

ECR/LEUCADIA BLVD.

Area Type: All other areas
Jurisdiction: ENCINITAS
Analysis Year: YEAR 2010 WITH PROJECT
Project ID: LA COSTA E/W St: LEUCADIA BLVD.

USAI USAI

All other areas

N/S St: ECR

VOLUME DATA_____

	l Eas	stboui	nd	l Wes	stbou	nd	l Noi	thbou	ınd	Sot	ıthboı	ınd
	L	T	R	L	T	R	L	${f T}$	R	i L	${f T}$	R
	!	.1.	**	1						i		
Volume	1205	531	205	1104	1047	85	100	1810	785	125	701	140
% Heavy Veh	•	2	2	2	2	2	12	2	2	12	2	2
	10.95			0.95	0.95		i0.95	0.95	0.95	0.95	0.95	0.95
PK 15 Vol	154	140	54	291	276	22	126	476	207	j33	184	37
Hi Ln Vol	J =	T-40	V 1	1223	2,0					i		
] }	0		1	Λ		1	0		1	0	
% Grade	11000	•	1000	1800	2000		1800	2000	1800	11800	2000	
Ideal Sat	TRANA	2000	TOOO	ITOOO	2000		1 7000	2000	1000	1	2000	
ParkExist				1			1			1		
NumPark				1	_	^	1	2	-4	1 2	4	0
No. Lanes	2	3	1	2	3	0	2	3	7	, –	-	•
LGConfig	L	${f T}$	R	L	TP		L	T	R	L	TR	
Lane Width	12.0	12.0	12.0	112.0	12.0)	12.0	12.0		112.0	12.0	_
RTOR Vol	1		0			0			300	ļ		0
Adj Flow	216	559	216	11162	1191	_	105	1905	511	132	885	
%InSharedLn	Ì			1			1					
Prop LTs	i	0.0	00	İ	0.0	00		0.0	00		0.0	00
Prop RTs	i o		1.000	i o	.075		i 0	.000	1.000	1 0	.166	
Peds Bikes	•		0	1 0		0	i o		0	i 0		0
	10	0	0	io	0	•	io	0	0	10	0	
Buses	, -	V	-	10	U	0.0	1	5	0.0	1	•	
%InProtPhas			0.0	1	70 "1 "1		1		U . U	I		
Duration	0.25		Area	Type:	AII	other	areas					

OPERATING PARAMETERS_____

	Ea L	stbou T	nd R	We L	stbour T	nd R	No	rthbo T	und R	So	uthbour T	nd R
				_						_ !		
Init Unmet	10.0	0.0	0.0	0.0	0.0		10.0	0.0	0.0	0.0	0.0	!
Arriv. Type	e 5	5	5	5	5		5	5	5	5	5	
Unit Ext.	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	1
I Factor	į	1.00	0	1	1.000)		1.00	0		1.000	
Lost Time	12.0	2.0	2.0	12.0	2.0		12.0	2.0	2.0	12.0	2.0	
Ext of g	12.0	2.0	2.0	12.0	2.0		12.0	2.0	2.0	12.0	2.0	***
Ped Min g	İ	40.7		ĺ	40.7			28.2	1 1		28.2	1

Page 1 of 1
36-P
2010

					SHO	ORT	RE	POF	₹T								
General Info	rmation						Sit	e Info	rma	tio							
Analyst Agency or Co Date Perform Time Period	ned	US 09/1	SAI SAI 2/08 .K HOU	JR			Are Jur	ersect ea Typ isdicti alysis	e on	r	E(CR/LEU All ot EN(YEAR PR	her a CINI	area TAS 0 W	as S /ITH		
Volume and	l Timing In	put										A 1 PM					
				EB		 		WB	I 150		. ~-	NB	I m	7-	l Tr	SB TH	RT
			<u>LT</u>	TH	RT	LT	4	TH	R7		LT	TH	R		LT		
Num, of Lane	es		2	3	1	2	4	3	0		2	3	1		2	4	0
Lane group			L	T	R	L	_	TR			L	T	R		L	TR	
Volume (vph))		245	754	270	670		709	125	5	305	820	105		282	1502	70
% Heavy ve	h		2	2	2	2	_	2	2		2	2	2		2	2	2
PHF			0.95	0.95	0.95	0.95	5	0.95	0.9	5	0.95	0.95	0.9		0.95	0.95	0.95
Actuated (P//			A	A	<u>A</u>	$\frac{1}{1}\frac{A}{2}$	4	<u>A</u>	A		A 2.0	A 2.0	A 2.		A 2.0	A 2.0	A
Startup lost t			2.0	2.0	2.0	2.0		2.0	 		2.0 2.0	2.0	2.		2.0	2.0	
Ext. eff. gree	n		2.0	2.0	2.0	2.0 5		2.0 5	 		<u>∠.∪</u> 5	5	5		5	5	
Arrival type			5	5	5 3.0	3.0	\dashv	3.0	 		3.0	3.0	3.		3.0	3.0	
Unit Extension			3.0	3.0		5		0	0	************	5	0	35	-	5	0	0
Ped/Bike/RT	OR Volume	<u> </u>	5 12.0	0 12.0	150 12.0	12.0	,	12.0	"		12.0	12.0	12		12.0	12.0	Ť
Lane Width	d - (D - vd.is	0	12.0 N	12.0 N	<u> </u>	72.0	l N		N N	0	1 1		N	0	N		
Parking/Grad	de/Parking	<u> </u>	10	 ''	-		<u> </u>		1 '`	اٽ 	╁	¥		 			
Parking/hr			0	0	0	10	┥	0	╂──		0	0	+-	9	0	0	
Bus stops/hr			3.0	3.0	3.0	3.0	_	3.0	╁		3.0	3.0		.0	3.0	3.0	-
Unit Extension		1 4/5	<u> </u>		1				<u>I</u> Excl	1 /		hru & F			07	<u></u>	08
Phasing	Excl. Left		Only 15.0	Thru G =	*****	G =	04		= EXCI			G = 34.6		G =	= 0.0		0.0
Timing	G = 16.0 Y = 5	Y =		Y = :		Y =	υ.ι		/= ,	_		' = 5		<u> </u>		Υ =	
Duration of A	f					J.,					С	ycle Le	ngth	1 C =	= 130.	0	
Lane Gro				ol Del	ay, a	nd L	OS	S Det	ern	nin	atio	1		***************************************		***************************************	
			EB		Ť		W					NB				SB	
Adj. flow rate	9	258	794	126	70	5	87	8	***************************************	32	21	863	73	8	297	1655	5
Lane group		401	986	515		2	176	35		4(01	1397	86	0	401	1850)
v/c ratio	oup.	0.64	0.81	0.24			0.5	50	·····	0.	80	0.62	0.8	6	0.74	0.89	
Green ratio		0.12	0.18	0.35			0.3			0.	12	0,26	0.5	8	0.12	0.26	
Unif. delay o	11	54.3	50.8	30.4			34.	2		55	5. <i>4</i>	42.3	23.	0	55.0	46.3	}
Delay factor		0.22	0.35	0.11			0.1			0.	34	0.20	0.3	39	0.30	0.42	
	ncrem. delay d2 3.5 5.0 (4.	5	0.	2		1:	1.0	0.8	8.	7	7.2	6.1	
PF factor					7 0.7	45	0.6	59		0.	906	0.764	0.1	18	0.906	0.76	4
	Control delay 52.7 48.1 19.9					.8	22.	.8		6	1.3	33.1	11	.4	57.0	41.5	5
Lane group	ane group LOS D D B						С				E	С	E	}	E	D	
	Apprch. delay 46.1						.0				2	9.5				43.8	
Approach LOS D						C	>					С				D	
Intersec. de	ntersec. delay 36.5							Int	erse	ctic	on LO	S			<u> </u>	D	

Urban Systems Inc. 4540 Kearny Villa Rd. San Diego Ca 92123

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36-P 2010UP

Phone: 858-560-4911

E-Mail:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.:
Date Performed:
Analysis Time Period:
PM PEAK HOUR
ECR/LEUCADIA BLVD.

USAI

Intersection: ECR/LEUCADIA BLVD.
Area Type: All other areas
Jurisdiction: ENCINITAS
Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA E/W St: LEUCADIA BLVD.

N/S St: ECR

VOLUME DATA_____

	l Eas	stbour	nd	Wes	tbou	nd	Nor	thbou	and	Southbound			
	l L	T	R	L	T	R	L	T	R	L	T	R	
				, 	_		i			****			
Volume	1 245	754	270	i 670	709	125	i 305	820	1051	282	1502	70	
% Heavy Veh	•	2	2	12	2	2	12	2	2	12	2	2	
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PK 15 Vol	64	198	71	1176	187	33	180	216	277	174	395	18	
Hi Ln Vol	1		-	İ									
% Grade	i İ	0		į	0		1	0			0		
	1800	2000	1800	j1800	2000	}	1800	2000	1800	1800	2000		
ParkExist				i			İ						
NumPark	i			1			İ			***			
No. Lanes	1 2	3	1	i 2	3	0	2	3	1	2	4	0	
LGConfig	L	Т	R	i L	TR	ξ] L	${f T}$	R	L	TR		
	12.0	12.0	12.0	112.0	12.0)	112.0	12.0	12.0	12.0	12.0		
RTOR Vol	1		150	ĺ		0	j		350	1		0	
Adj Flow	258	794	126	705	878		321	863	738	1297	1655		
%InSharedLn	•			i						1			
Prop LTs	i	0.0	00	j	0.0)0Q	1	0.0	00		0.0	00	
Prop RTs	i o		1.000	1 0	.150	·	0	.000	1.000	0	.045		
Peds Bikes	•		0	5		0	1 5		0	5		0	
Buses	io	0	0	0	0		[0	0	0	0	0		
%InProtPhas			0.0	Ì		0.0			0.0	1			
Duration	0.25		Area	Type:	All	other	areas						

OPERATING PARAMETERS

	Ea L	stbou T	nd R	We L	stbour T	nd R	No L	rthbo T	und R	So L	uthboun T	d R
Init Unmet	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	10.0	0.0	
Arriv. Type	eİ5	5	5	5	5		5	5	5	5	5	
Unit Ext.	13.0	3.0	3.0	13.0	3.0		13.0	3.0	3.0	3.0	3.0	
I Factor	i	1.00	0		1.000)		1.00	0		1.000	
Lost Time	12.0	2.0	2.0	2.0	2.0		12.0	2.0	2.0	12.0	2.0	
Ext of q	12.0	2.0	2.0	2.0	2.0		12.0	2.0	2.0	12.0	2.0	1
Ped Min g	i	40.7		i	40.7		1	33.2		1	33.2	

					SI	НО	RTR	EPC	R	T									
General Info	ormation						Si	te Inf	or	matio	n							,	
Analyst USA Agency or Co. USA Date Performed 09/12/ Time Period AM PEAK				SAI 12/08					Intersection Area Type Jurisdiction Analysis Year				OLIVENHAIN RD./AMARGOSA DR. All other areas CARLSBAD YEAR 2010 WITH PROJECT						
Volume and			LA 200																
			LT	EB TH	R	т	LT	WE TH		RT	\vdash	NB LT TH		RT		LT	SB TH	RT	
Num. of Lan	es		1	2	0		1	2	_	0	0		1	0		0	1	0	
Lane group			L	TR			L	TR					LTR				LTR		
Volume (vph	1)		65	1325	50		75	1896		20	140		10	68		20	10	200	
% Heavy ve			0	2	0		0	2		2	2		2	2		0	0	0	
PHF			0.95	0.95	0.9	5	0.95	0.95		0.95	0.9		0.95	0.95	<u> </u>	0.95	0.95	0.95	
Actuated (P/			Α	Α	A		Α	Α		Α	A		Α	A		Α	A	A	
Startup lost	time		2.0	2.0	<u> </u>		2.0	2.0		***************************************		مسسن	2.0	ļ		<u></u>	2.0		
Ext. eff. gree	en		2.0	2.0			2.0	2.0	_		 	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2.0	 		<u> </u>	2.0	 	
Arrival type			5	5	╃		5	5	_		<u> </u>		5	 		·····	5	<u> </u>	
Unit Extensi			3.0	3.0			3.0	3.0			Ļ		3.0	<u> </u>			3.0	F.0	
Ped/Bike/R1	OR Volume		0	0	0		0	0		0	10)	0	25	-	0	0	50	
Lane Width			12.0	12.0			12.0	12.0					12.0	<u> </u>		<u> </u>	12.0	ļ	
Parking/Grade/Parking			N	0	N	1 -	N	0		Ν	N		0	N	Ν	0	Ν		
Parking/hr			·													<u></u>			
Bus stops/hr			0	0	T		0	0					0				0		
Unit Extension			3.0	3.0			3.0	3.0			3.0					3.0			
Phasing	Excl. Left	Thru	1 & R	Γ)3		04		N	S Per	m		06			07		08	
Timing	G = 10.0	3	60.0			G =				= 30.	0					G =			
	Y = 5	Y =		Y =		Y = Y = 5					Y = Y = Cycle Length C =					Y =			
<u> </u>	Analysis (hrs									*	_ 4.5	_	cie Len	gine	-	115.	<u> </u>		
Lane Gro	up Capaci	ity, C	cont		lay,	an			ere	rmin	atı	<u>on</u>				1			
			EB			WB							NB			<u> </u>	SB	<u> </u>	
Adj. flow rat	е	68	8 1448			79		2017			-		203			<u> </u>	190		
Lane group	сар.	149	9 1	1939		149		945			ļ		282			ļ	397		
v/c ratio		0.4	6 (0.75		0.53		1.04	.04				0.72	<u> </u>		ļ	0.48		
Green ratio		0.0	9 (0.52		0.09		0.52					0.26	<u> </u>			0.26		
Unif. delay	d1	49.	9 2	21.5		50.3		27.5					38.7				35.9		
Delay factor k 0.1		0.1	1	0.30		0.13		0.50					0.28			<u> </u>	0.11		
Increm. delay d2 2.2		2	1.6		3.6		30.7					8.6			<u> </u>	0.9			
PF factor 0.9		0,9	37 (7 0.273		0.937		0.273					0.765				0.765		
Control delay 49		49.	0	7.5		50.6		38.2					38.2				28.4		
Lane group LOS D		Α			Ĺ		D					D			<u> </u>	<u></u>			
Apprch. delay			9.4				· 38.7				38.2						28.4		
Approach LOS			A				· · · D					D				<u> </u>	· C		
Intersec. de	lay		27.1				Intersecti					LOS	3				С		
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			·····		SI	HC	RT R	EPO	R1									
General Info	rmation						Si	te Info	orn	natio	า		0100			\ <i>1</i>		
Analyst Agency or Co Date Perform Time Period	ned	U	SAI SAI 12/08 NK H(Ar Ju	ersec ea Ty risdict	pe tior	า	1		OLIVI AMAH AII oth CAR EAR 2 PRC	RGO er ai LSB, 2010	SA rea AD W	NDR. s		
Volume and	d Timing Inp	ut					1	3675					NID.				SB	
				EB	R		LT	WB TH	Т	RT	LT		NB TH	RT	_	LT	TH	RT
Num. of Lan	es		LT 1	TH 2	10		1	2	十	0	0		1	0		0	1	0
Lane group			L	TR			L	TR	1				LTR				LTR	
Volume (vph	}		150	1816	11	0	75	1359	十	20	80		10	40		10	15	65
% Heavy ve			0	2	0		0	2		2	2		2	2		0	0	0
PHF			0.95	0.95	0.9	5	0.95	0.95		0.95	0.9	5	0.95	0.9	5	0.95	0.95	0.95
Actuated (P/	A)		Α	Α	Α] <u>A</u>	A	_	Α	A		<u>A</u>	A		<u> </u>	A	<u> </u>
Startup lost			2.0	2.0			2.0	2.0	4		 		2.0	<u> </u>		oppy cap are less code to \$10000000	2.0	
Ext. eff. gree	en		2.0	2.0			2.0	2.0	_		 		2.0	<u> </u>			2.0 5	ļ
Arrival type			5	5	_ _		5	5	4		 		5	├			3.0	
Unit Extensi	on		3.0	3.0			3.0	3.0	_		<u> </u>		3.0	<u> </u>	,		-	
Ped/Bike/RT	OR Volume		0	0	0		0	0	_	0	0		0	25	LEKANOS	0	0	50
Lane Width			12.0	12.0			12.0	12.0	_		<u> </u>		12.0	<u> </u>			12.0	<u> </u>
Parking/Gra	de/Parking		Ν	0	^	1	N_	0	_	N	N	W	0	N	oeuras.	Ν	0	N
Parking/hr			<u> </u>						_		<u> </u>		<u> </u>	┞			╀┈	<u> </u>
Bus stops/h	r	,	0	0		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	0	_			anoma.	0	<u> </u>			0	
Unit Extensi	on		3.0	3.0			3.0	3.0			<u>L</u>		3.0	<u> </u>		<u> </u>	3.0	
Phasing	Excl. Left	Thru	⊦& R	the second second	03		04			S Per			06			07		08
Timing	G = 15.0		60.0				G =			= 30.	0	G Y			3 = / =	A PROPERTY OF THE PERSON NAMED IN COLUMN 1	G = Y =	
	Y = 5	Y =		Y =			Υ =		Y	= 5			cle Len					
Duration of	Analysis (hrs	s) = <i>U</i>	25		1			e Da		iv				gui		12.0.		
Lane Gro	up Capac	ity, (cont		elay,	ai	10 LO	3 DE	; te	******	laur	<i>)</i> []	NB			1	SB	
				EB		╄		WB			 			т-		 		-T
Adj. flow rat	e	15	8 2	2028		7	79 1	1452	_		<u> </u>	_	111				43	
Lane group	сар.	21	4	853		2		1863	_				328				399	
v/c ratio		0.7	4	1.09		0.		0.78	_		ļ		0.34	_		 	0.11	
Green ratio		0.1	3	0.50		0.	-	0.50	_		<u></u>	_	0.25				0.25	
Unif. delay	d1	50.	6	30.0		4	8.2	24.6	_		<u> </u>		36.9			<u> </u>	34.7	
Delay facto	rk	0.3	0	0.50		0.	.11	0.33	_		<u> </u>		0.11				0.11	_
Increm. del	ncrem. delay d2 12.7					1	1.1	2.2	_	·····	ļ		0.6				0.1	
PF factor	PF factor 0.905					0.		0.333	_				0.778			1	0.778	
Control dela	Control delay 58.5 6					- -		10.4	_		<u> </u>		29.3	_			27.1	_
Lane group	ane group LOS E E					丄	D	В					С			_	C	
Apprch. de	prch. delay 61.5						12.	.2			<u> </u>		29.3				27.1	
Approach L	proach LOS E					_	В				<u> </u>		С				C	
Intersec. de	elay		40.							ersec							D	
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eneral Info	rmation									A COSTA	AVE.	UMLLE	•••	
nalyst gency or Co ate Perform ime Period	ned	USA USA 09/12 PEAK	41 2/08	/R		A Ju	tersecti rea Typ urisdicti nalysis	e on		TIM All oth CAR YEAR	AITEO, per area LSBAL	/Dw _\ as /ITH	1,#2	•
olume and	l Timing Inpւ	ıt								NB			CD	
				EB	1	1 ~	WB	n T	LT	NB TH	RT	LT	SB TH	RT
			LT	TH	RT	LT	TH	RT 0	0	1 1	0	0	1	0
um. of Lan	es		1	2	0	1	2	<u> </u>			0		LTR	
ane group			L	TR	<u> </u>	L	TR	AE.	136	LTR 9	25	2	LIR 1	12
olume (vph			116	391 2	54 0	10 0	368 2	15 2	130 2	$\frac{y}{2}$	20	0	0	0
<u>% Heavy ve</u> 'HF	<u>n</u>		<u>2</u>).99	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	0.95
ਾਜਾ ctuated (P/	A)		A.	A	A	A	A	Α	Α	Α	Р	Α	Α	Α
tartup lost			2.0	2.0		2.0	2.0		ļ	2.0			2.0	<u> </u>
xt. eff. gree	n	2	2.0	2.0	<u> </u>	2.0	2.0		<u> </u>	2.0			2.0 5	
rrival type			5	5	 	5	5		┼──	5 3.0		 -	3.0	
Init Extensi			3.0	3.0 0	0	3.0 0	3.0	0	0	0	0	0	0.0	0
	OR Volume		0 12.0	12.0	╁┷	12.0	12.0	<u> </u>	ΙŤ	12.0	<u> </u>	†- <u>`</u>	12.0	
ane Width	da/Darkina		N	0	N	N N	10	N	N	0	Ν	N	0	N
Parking/Gra	de/Parking		/ V	 	╁	 '` -	+ -	 	 	Ì		†		
Parking/hr Bus stops/h	-		0	0	╁	10	0	-	十一	0	1		0	1
Jnit Extensi			3.0	3.0		3.0	3.0		1	3.0			3.0	
Phasing		Thru 8		<u> </u>	3	T 04		NB On	lv I	SB Only		07	İ	08
		G = 3		G =	<u> </u>	G =		3 = 15.	0	G = 15.0	G =		G=	
Timing	1	Y = 5		Y =		Υ=	У	(= 5		Y = 5	Y =		Y =	
Duration of	Analysis (hrs)	= 0.2	5							Cycle Ler	gth C	= 90.0	<u> </u>	
Lane Gro	up Capaci	ty, Co	ontro	ol De	ay, a	and LC	S Det	ermir	atic	<u>n</u>				
			E	В			WB			NB			SB	
Adj. flow rat	е	117	46	39		11	403			178			16	
Lane group	сар.	186	12	25		190	1237		<u> </u>	277			266	
v/c ratio		0.63	0.3	38		0.06	0.33			0.64			0.06	
Green ratio	······································	0.11	0.	33		0.11	0.33			0.17			0.17	
Unif. delay		38.2		2.9		35.8	22.4			35.0			31.6	
Delay facto		0.21		11			0.11		<u> </u>	0.22			0.11	
	·	6.6		.2		0.1	0.2		 	5.0			0.1	1
Increm. del	ay uz						0.667	1	 	0.867		 	0.867	- -
PF factor		0.91		367 				 	\vdash	35.3	_		27.5	-
Control del		41.7		5.5		32.9	15.1	<u> </u>	_				C C	-
Lane group		D		3		С	В	<u> </u>	_	D 05.0				
Apprch. de	lay		20.7				.6		<u> </u>	35.3			27.5	
Approach L	os		С			E	3		<u></u>	D			С	
Intersec. de	olov		21.2				Ir	ntersec	tion L	.OS			С	

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						SH	Ю	RT R	EPC	R	T						·		
General Info	rmation										rmatio	n							
Analyst Agency or Co Date Perforn Time Perìod	o. ned	U.	SAI SAI 12/08 NK H		IR			Aı Ju	terse rea T irisdi nalys	yp cti	е		LA	All oth CAF YEAR	MITE her a RLSB	re AL	/ DW as O VITH	= ', #2	7_
Volume and	d Timing Inp	ut	*****									2							
					EB				WE	_				NB				SB	Loz
			LT	_	TH_	RT		LT	TH	_	RT	 	<u>.T</u>	TH	RT		LT O	TH 1	RT 0
Num. of Lan	es		1	_	2	0		1	2	_	0	(,	1	0		0	 	0
ane group			L.		TR			L	TR			Ļ		LTR	4.0			LTR	0.4
/olume (vph			26	_	363	210	_	10	354	_	<u>3</u> 2	14		2 2	10 2		13 0	7	94
% Heavy ve	h		2	-	2 0.95	0 0.95	_	0 0.95	2 0.95		0.95	0.9		0.95	0.95		0.95	0.95	0.95
PHF Actuated (P/	Δ\		0.99 A	7	0.95 A	0.98 A		0.95 A	0.90 A		0.95 A	7		0.90 A	P.		A	A	A
Startup lost t			2.0		2.0	 ^``		2.0	2.0		<u> </u>	ť	<u> </u>	2.0				2.0	
Ext. eff. gree			2.0		2.0			2.0	2.0	-				2.0				2.0	
Arrival type			5		5			5	5					5			<u> </u>	5	<u> </u>
Jnit Extension	on		3.0		3.0			3.0	3.0)			-	3.0		MMMOROR		3.0	
Ped/Bike/RT	d/Bike/RTOR Volume ne Width				0	0	-	0	0		0	()	0	0	***	0	ļ	0
ane Width	ne Width				12.0	<u> </u>		12.0	12.0)		丄		12.0				12.0	
Parking/Grad	ne vviotn rking/Grade/Parking				0	N		Ν	0		N	/	<u>V</u>	0	Ν	-	N	0	N
Parking/hr									<u> </u>			L					<u> </u>		<u> </u>
3us stops/hr			0		0		-	0	0					0				0	
Jnit Extensi	on		3.0)	3.0	<u> </u>		3.0	3.0) 	<u> </u>			3.0			<u> </u>	3.0	
Phasing	Excl. Left	Thru	& R	Τ	03	3	I	04			NB On	· Z		B Only			07		80
Timing	G = 10.0	G =		2	G =			G =			= 15.	0		= 15.0		<u> </u>		<u> </u>	
	Y = 5	Y =			Υ=			Υ =		Y	= 5			= 5 cle Len	سب البيبي	` <u>=</u>		<u> </u>	
	Analysis (hrs				10-1				e D			-4			yııı (- 90.0		
Lane Gro	up Capaci	ty, C	oni			ay, a	an			2 U	ermin	au	OH				1	OD	
		<u> </u>		EE					WB					NB	т -		 	SB	1
Adj. flow rate	е	26		603	3		1	1 3	376					162	<u> </u>		<u> </u>	120	
Lane group	сар.	186	3	118	35		19	0 1	243					279				265	
v/c ratio		0.14	4	0.5	1		0.0	6 0).30					0.58				0.45	
Green ratio		0.1	1	0.3	3		0.1	11 (),33					0.17				0.17	
Unif. delay o	11	36.	1	24.	1		35	.8 2	2.2	-				34.6				33.8	
Delay factor	·k	0.1	1	0.1	2		0.1	11 ().11					0.17				0.11	
Increm. dela	ay d2	0,3	}	0.4	4		0.	1	0.1					3.0				1.2	
PF factor					67	(0.9	17 0	.667					0.867				0.867	
Control dela	ontrol delay 33				4		32	.9	15.0					33.0				30.5	
Lane group	ane group LOS						C		В					С				C	
Apprch. dela	ay		17.	1				15.8	5					33.0				30.5	
Approach L	pproach LOS							В				L		С				С	
Intersec. de	itersec. delay			9						Int	ersect	ion	LO	S				В	

Short Repo	rt													Page	1 of 1
											,				39-
					SHC	DR'		POR							
General Inf	ormation								matio		OSTA	AVE./C	AM D	F	
Analyst		USA	4/				ı	ersecti			LOS	COCH			
Agency or C		USA						а Тур				er area			ļ
Date Perfor		09/12 1 PEAK		D				isdictio		У		LSBAD 2010 W			-
Time Period	I AM	IPEAN	. 1100	П			An	alysis `	Year			JECT	, , , ,		
Volume an	d Timing Inp	ut													
				EB				WB	- I		NB			SB	T DT
			<u>LT</u>	TH	RT	-	LT	TH	RT	LT	TH	RT	LT	TH	RT 0
Num. of Lar	nes		0	1	1	_	1	1	0	1	0	1	0	0	0
ane group				T	R		L	T		L		R		<u> </u>	
/olume (vpl				98	320	_	55	167		226		20		<u> </u>	_
% Heavy ve	eh			2	0		0	2	-	2 0.95		2 0.95	 	 	
PHF	·/^ \			0.95 A	0.95 A		0.95 A	0.95 A	_	0.95 A	 	0,95 A	 	1	+
Actuated (P Startup lost				2.0	2.0	十	2.0	2.0	1	2.0		2.0	1		
eff. gre				2.0	2.0		2.0	2.0		2.0		2.0			
Arrival type				5	5		5	5		3		3	<u> </u>	<u> </u>	
Jnit Extens	nit Extension ed/Bike/RTOR Volume			3.0	3.0		3.0	3.0		3.0		3.0	ļ	ļ	
ed/Bike/RTOR Volume			0	0	115	_				0	0	0	0	<u> </u>	
ane Width				12.0	12.0		12.0	12.0		12.0		12.0	ļ	 	
Parking/Gra	ade/Parking		Ν	0	N		Ν	0	N	N	0	Ν	N_	<u> </u>	N
Parking/hr					<u> </u>		,		_		<u> </u>	<u> </u>	<u> </u>	 	-
Bus stops/h	nr			0	0		0	0		0	<u> </u>	0			
Unit Extens	ion			3.0	3.0		3.0	3.0	,	3.0	<u> </u>	3.0	<u></u>	<u> </u>	
Phasing	WB Only	Thru 8		03		_	04		NB Onl		06	G =	07	G =	08
Timing	G = 10.0	G = 3		G = Y =		G: Y:			= 35. = 5	0 G = Y =		$\frac{1G = 1}{Y = 1}$		Y =	
	Y = 5 Analysis (hrs)	Y = 5		Υ =		1 -			- 0			gth C =	90.0		
	oup Capaci			l Dala	W 21	nd	LOS	Dete	rmin						
Lane Gro	oup Capaci	T, CC	EE		iy, a	II		VB	71111111	acion	NB			SB	
		<u> </u>								238	110	21	-	T	
Adj. flow ra		 	103	216		8		76				583	_		-
Lane group	cap.		654	510		90		81		652					
v/c ratio			0.16	0.42		.31		18		0.37		0.04			
Green ratio)		0.33	0.33	3 0	.11	0.	50		0.39		0.39		_	
Unif. delay	d1		21.1	23,3	3 3	6.8	1:	2. <i>4</i>		19.6		17.0			
Delay facto	or k		0.11	0.11	0	.11	0.	11		0.11		0.11			
Increm. del			0.1	0.6	().9	0). 1		0.3		0.0			
PF factor			0.667	0.66	7 0.	917	7 0.	333		1.000		1.000			
			14.2	16.1		4.7		1.2		19.9		17.1			
	Control delay Lane group LOS			В		С		A		В		В			1
Apprch. de			B 15.5				11.8		<u> </u>		 9. 7		_		
					, г.о В				в В		_				
Approach I	-	В				D			<u> </u>			_	В		
Intersec. de	elay		15.8					<u> </u>	tersec	tion LOS	· · · · · · · · · · · · · · · · · · ·		l	B	

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WP

	<u> </u>				SH	ORI	r RE	P	OR'	Γ							
General Info	rmation						Sit	e l	nfor	matic						_	
Analyst Agency or Co Date Perforn Time Period	ned	US, US, 09/12 1 PEAR	AI 2/08	'R			Are Jur	ea isc	ection Type diction	e n			LOS All oth CAR. EAR 2	AVE./C COCH er area LSBAD 2010 W DJECT	s	E	
Volume and	d Timing Inp	ut							. (D				N I I I		1	CD.	
			LT	EB	R	-	LT		WB TH	RT	╬	LT	NB TH	RT	LT	SB TH	RT
Num. of Lan	es		0	1	1		1		1	0	T	1	0	1	0	0	0
Lane group				T	R		L	丅	Т		1	L		R			
Volume (vph)			197	189) ;	25	17	77			290		30			
% Heavy ve				2	0		0	厂	2			2		2			
PHF				0.95	0.9		.95		.95		(0.95		0.95			<u> </u>
Actuated (P/	A)			Α	Α		Α	-I	Α	<u> </u>	_	Α		Α	<u> </u>		
Startup lost t	time			2.0	2.0		2.0	·	2.0	uçuusaanaana	-	2.0		2.0	ļ	<u> </u>	
Ext. eff. gree	en			2.0	2.0) ;	2.0		2.0	 	4	2.0		2.0	ļ		
Arrival type				5	5		5		5	ļ	╬	3		3	<u> </u>	<u> </u>	
Unit Extension			0	3.0	3.0		3.0	Ļ	3.0		_	3.0	<u> </u>	3.0	 	 	<u> </u>
	d/Bike/RTOR Volume ne Width			0	115			十	~ ~	-	+	0	0	0	0	ļ	
Lane Width			<u> </u>	12.0	12.		2.0	$\frac{1}{1}$	2.0	ļ.,	_	12.0	ļ	12.0	 	ļ	 ,,-
Parking/Gra	de/Parking		Ν	0	N		Ν	╀	0	Ν	_	N	0	Ν	N		N
Parking/hr					ļ			퇶		ļ	4		<u> </u>	ļ	<u></u>	ļ	<u> </u>
Bus stops/hi				0	0		0	<u> </u>	0	<u> </u>		0		0	<u> </u>		
Unit Extensi	on			3.0	3.0) :	3.0	Ŀ	3.0			3.0		3.0	<u></u>	<u></u>	
Phasing	WB Only	Thru 8	& RT	03			04			B On			06		07)8
Timing	G = 10.0	G = 3		G =		G =				= 35.	0	G =		<u>G =</u>		<u>G =</u>	
	Y = 5	Y = 5		Y =		Υ =	:		Y	= 5		Y =		Y =	00.0	Y =	
Duration of A	Analysis (hrs) = 0.23	5										e Leng	yth C =	90.0		
Lane Gro	up Capaci	ty, Co	ontro	<u>l Dela</u>	y, a	ınd				rmir	at	ion					
			E	3			V	٧B	3				NB			SB	
Adj. flow rat	е		207	78		26	8	31			30	05		32			
Lane group	сар.		654	510		190	98	81			6	52		583			
v/c ratio			0.32	0.15	T	0.14	0.	08			0.	47		0.05			
Green ratio			0.33	0.33	(0.11	0.	50)		0.	39		0.39			
Unif. delay o	ქ1		22.4	21.1		36.1	11	1.7	<i>'</i>		20	0.5		17.2			
Delay factor	k		0.11	0.11		0.11	0.	11			0.	11		0.11			
Increm. dela	₃y d2		0.3	0.1		0.3	0	0.0			0	.5		0.0			
PF factor			0.667	0.66	7 (0.917	0.	33.	3		1.0	000		1.000			
Control dela	ay		15.2	14.2	?	33. <i>4</i>	3	3.9			2	1.1		17.2			
Lane group	LOS		В	В		С		A				C		В			
Apprch. dela	ay		14.9				11.1					20	0.7				
Approach L	os		В				В					(2				
Intersec. de	lay		17.0						Int	ersec	tio	n LOS				В	

Short Repor	t													Page	1 of 1 40
		,			SHO		REPO								
General Info	rmation					s	Site Inf	orma	atio				- A - 1 P []	10	
Analyst Agency or Co Date Perform Time Period	ned	U 09/ ⁻ AM PE/	ISAI ISAI 12/08 AK HOL	JR		A J	ntersed Area Ty Iurisdid Analysi	ype ction	ar	MEL	All otl SAN I YEAR	RD. her an MARC	eas COS WITH	JO	
Volume and	l gnimiT k	nput					14/15			<u> </u>	NID			SB	
			LT	EB TH	RT	LT	WB TH	I R	-	LT	NB TH	RT	LT	TH SB	RT
Num, of Lane			1	2	1	1	2	1		1	1	0	1	1	1
	25		L	<i>T</i>	, R		$\frac{L}{T}$	l R		L	TR	 	$\frac{1}{L}$	LT	R
Lane group Volume (vph			64	521	99	110	614	270		303	200	140	200	100	112
% Heavy ve			2	2	0	0	2	2		0	0	0	2	0	0
PHF			0.95	0.95		0.95	0.95			0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/			Α	Α	Α	A	A	A		A	A	<u> </u>	A	$\frac{A}{20}$	<i>A</i>
Startup lost t			2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	 	2.0 2.0	2.0	2.0 2.0
Ext. eff. gree	<u>:n</u>		2.0 5	2.0 5	2.0 5	2.0 5	2.0 5	2.0		2.0 5	2.0 5	<u> </u>	5	5	5
Arrival type Unit Extension			3.0	3.0	3.0	3.0	3.0	3.6		3.0	3.0	 	3.0	3.0	3.0
Ped/Bike/RT		<u></u>	0	0	0	0.0	0	0		0	0.0	0	0.0	0	10
Lane Width	OIL VOIGI	10	12.0		12.0	12.0	12.0			12.0	12.0	 	12.0	12.0	12.0
Parking/Grad	de/Parking	1	N	0	N	N	0	1		N	0	N	N	0	Ν
Parking/hr		<u> </u>	†					1					1		
Bus stops/hr	-		0	0	0	0	0	0)	0	0	T	0	0	0
Unit Extension			3.0	3.0	3.0	3.0	3.0	3.	0	3.0	3.0	1	3.0	3.0	3.0
Phasing	Excl. Lef	ft Thru	ı & RT	03	5	04		SB	Onl	у	NB Only		07		08
	G = 15.0) G=	45.0	G =	(G =		G = .	20.0	0 G	i = 30.0	G		G =	
Timing	Y = 5	Y =	,	Υ=		Υ =		Y = 3	5		= 5	<u> </u>		<u> Y =</u>	
Duration of A				<u></u>							ycle Len	gth C	= 130.	.0	
Lane Gro	up Capa	city, C		<u>l Dela</u>	<u>ıy, an</u>			term	<u>iina</u>	<u>ation</u>				~~	
<u> </u>			EB	·			/B		<u> </u>		NB			SB	T
Adj. flow rate	е	67	548	104	116	646	3 2	91	31	19	358	<u> </u>	137	179	107
Lane group	сар.	193	1292	530	197	129	2 5	19	38	95	433		258	299	235
v/c ratio		0.35	0.42	0.20	0.59	0.50	0 0.	.56	0.1	81	0.83		0.53	0.60	0.46
Green ratio		0.12	0.35	0.35	0.12	0.3	5 0	.35	0.:	.23	0.23		0.15	0.15	0.15
Unif. delay d	11	53.0	32.6	29.8	54.6	33.	6 3	4.5	47	7.3	47.5		50.7	51.3	50.0
Delay factor		0.11	0.11	0.11	0.18	0.1		.16	10.	.35	0.36		0.13	0.19	0.11
Increm. dela		1.1	0.2	0.2	4.6	0.3		1.4		1.8	12.5		2.1	3.3	1.4
PF factor	1 y uz	 		<u> </u>	0.913			.647			0.800	\vdash		0.879	0.879
Control dela	11.7	49.5	21.3	19.5	54.4			3.7		9.6	50.5		46.6	48.3	45.4
Lane group		D D	C C	13.0 B	$\frac{1}{D}$	C		C		D.O	D		D	D	D
Apprch. dela			1.7 3.7		-	26.1			+		0.1			47.0	
Approach Lo), / C		+	C		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	+		D D			D	
			4.2		+		Inte	ersect	ion fion					С	
Intersec. de	ıay	34	1.2				HILE	115001	IOI:	LUG			L		

Short Report	t													Page	1 of 1
					SHO	RT RI									
General Info	rmation						ite Info								
Analyst Agency or Co Date Perform Time Period	o. ned	US	SAI SAI 12/08 AK HOU	JR		Ar Ju	ntersect .rea Typ urisdicti .nalysis	pe tion			All oth SAN N YEAR 2	RD. her are MARC	eas OS WITH	JO	
Volume and	l Timing I	nput					1075				NID		T	SB	
		!	LTT	EB TH	RT	LT	WB TH	RT	+-	T	NB TH	RT	LT	L TH	RT
· · · · · · · · · · · · · · · · · · ·			1	2 2	1	1	2	1	1		1	0	1 1	1	1
Num. of Lane	38			7 T	R	Ľ	+-	R	+i		TR	 i		LT	R
Lane group			76	, 555	196	125	829	240	92		100	70	500	200	82
Volume (vph) % Heavy vel			2	2	0	0	2	2	0		0	0	2	0	0
PHF					0.95	0.95	0.95	0.95	0.5	95		0.95	0.95		0.95
Actuated (P//	A)		Α	Α	Α	Α	Α	Α	A		A	Α	A	A	A
Startup lost t			2.0	2.0	2.0	2.0	2.0	2.0	$\frac{2}{2}$		2.0		2.0	2.0 2.0	2.0
Ext. eff. gree	<u>)n</u>		2.0	2.0	2.0	2.0 5	2.0 5	2.0 5	2.	5.0 5	2.0 5	 	2.0 5	2.0 5	5
Arrival type			5	5 3.0	5 3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
	Extension 3.0 Bike/RTOR Volume 0				0	0	0	0		0	0	15	0	0	0
Lane Width	UK Volum	i C	12.0	0 12.0	12.0	12.0	12.0	12.0		2.0	12.0	<u> </u>	12.0	12.0	12.0
Parking/Grad	de/Parkinc	4	/2.0 N	0	N	T _N	0	N		N	0	N	Ν	0	N
Parking/brac	JOH GIVING		 '`				 	†	1						
Bus stops/hr	r		0	0	0	0	0	0	十	0	0		0	0	0
Unit Extension			3.0	3.0	3.0	3.0	3.0	3.0	3	3 <i>.0</i>	3.0		3.0	3.0	3.0
Phasing	Excl. Left	# Thru	J & RT	03	1	04		SB Or	nly	1	NB Only		07		08
	G = 16.0		47.0	G≒		G =	(G = 37	1.0	G	= 16.0	G:		G =	
Timing	Y = 5	Y =		Υ =		Υ =		Y = 5			= 5	Y =		Y =	
Duration of A	<u>Analysis (h</u>	irs) = 0.	25	<u> </u>							/cle Leng	gin C	= 730.	<u></u>	
Lane Gro	up Capa	city, C		<u>Dela اد</u>	<u>ay, an</u>			ermi	nati						
		L	EB			W					NB			SB	T
Adj. flow rate	е	80	584	206	132	873		53	97		163	╂────┼	342	395	86
Lane group	сар.	206	1350	553	210	1350	0 54	42	210		233		400	462	365
v/c ratio		0.39	0.43	0.37	0.63	0.65	5 0.4	47 (0.46		0.70	┼──┼		0.85	0.24
Green ratio		0.12	0.36	0.36	0.12	0.36	6 0.1	36	0.12		0.12		0.24	0.24	0.24
Unif. delay o		52.5	31.4	30.6	54.2	34.6	6 31	1.9	53.0	$\sqrt{}$	54.7		47.4	47.3	39.9
Delay factor		0.11	0.11	0.11	0.21		2 0.	11	0.11		0.27		0.39	0.39	0.11
Increm. dela		0.4	5.9	1.1		0.6	1.6		9.0		16.4	14.5	0.3		
PF factor	2y v	1.2 0.906	0.2 0.622	0.622					0.900		0.906		0.791	0.791	0.791
Control dela		48.8	19.8	19.5	55.0				49.6		58.5			52.0	31.9
Lane group		D	19.0 B	B	D	C		c	D	+	E		D	D	С
Apprch. dela			2.4		-	25.6		-		5£	5.2		}	50.7	<u></u>
Approach L		22			20.0 C					E		<u> </u>	D		
			,	+		Inte	rsectio						С		
Intersec. de	#ay		3.5		_1		of Florida						<u></u>		Version 4.11

TWO-WAY STOP CONTROL SUMMARY USAI Analyst: USAI Agency/Co.: 09/15/08 Date Performed: Analysis Time Period: AM PEAK HOUR FALLSVIEW RD./SAN ELIJO RD. Intersection: Jurisdiction: SAN MARCOS Units: U. S. Customary YEAR 2010 WITH PROJECT Analysis Year: Project ID: LA COSTA TOWN SQUARE SAN ELIJO RD. East/West Street: FALLSVIEW RD. North/South Street: Study period (hrs): 0.25 Intersection Orientation: EW Vehicle Volumes and Adjustments Westbound Approach Eastbound Major Street: 4 5 6 1 2 Movement \mathbf{T} R L \mathbf{T} R L 821 40 Volume 0.95 0.95 Peak-Hour Factor, PHF 864 42 Hourly Flow Rate, HFR Percent Heavy Vehicles / 1 Raised curb Median Type/Storage RT Channelized? 2 0 Lanes \mathbf{T} TR Configuration No No Upstream Signal? Southbound Northbound Minor Street: Approach 12 9 10 11 7 8 Movement Τ R T R L 84 Volume 0.95 Peak Hour Factor, PHF 88 Hourly Flow Rate, HFR Percent Heavy Vehicles 0 0 Percent Grade (%) Flared Approach: Exists?/Storage 1 Lanes Configuration Delay, Queue Length, and Level of Service Southbound WB Northbound EBApproach 10 11 12 7 8 9 4 1 Movement R Lane Config 88 v (vph) 611 C(m) (vph) 0.14 v/c 0.50 95% queue length 11.9 Control Delay LOS NB P

11.9

Approach Delay Approach LOS

TWO-WAY STOP CONTROL SUMMARY____

USAI Analyst: Agency/Co.: USAI 09/15/08 Date Performed:

Analysis Time Period: PM PEAK HOUR

Intersection: Jurisdiction:

FALLSVIEW RD./SAN ELIJO RD.

SAN MARCOS

Units: U. S. Customary

Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN SQUARE East/West Street: SAN ELIJO RD. FAT.T.SVIEW RD North/South Street.

North/South St Intersection O		SVIEW RD. EW	•	Stı	ıdy	period	d (hrs):	0.25	
11100100001011					_				
		cle Volum	nes and tbound	Adjust	tiller:		stbound		
Major Street:	Approach Movement	1	2	3	ı	4	5	6	
	Movement	T.	T T	R	 	L	T	R	
		1	-		1	_			
Volume			1042	69					
Peak-Hour Fact	or, PHF		0.95	0.95					
Hourly Flow Ra			1096	72					
Percent Heavy									
Median Type/St	orage	Raised	curb		/	1			
RT Channelized	?								
Lanes			2 0						
Configuration			T TR						
Upstream Signa	1?		ИО				Ν̈́ο		
Missas Chance	7 mana a a b	Man	thbound			901	uthbound		
Minor Street:	Approach Movement	7	8	9	1	10	11	12	
	Movemenc	L	T	R	i	L	T	R	
		11	± .	1. 1	1	3	-		
Volume			·	63					
Peak Hour Fact	or, PHF			0.95					
Hourly Flow Ra				66					
Percent Heavy				0					
Percent Grade			0				0		
Flared Approac	h: Exists?/	Storage			/				/
Lanes			1						
Configuration			R						
	Delay, Q	nene I.en	ath an	d T.evre	٠ م آ	f Serv	ice		
Approach	EB	WB		hbound				bound	
Movement	1			8	9	1		. 1	12
Lane Config	<u></u>	1	•		R				
10110 001111119		•				•			
v (vph)					66	W			
C(m) (vph)					51				
v/c					0.				
95% queue leng	jth				0.				
Control Delay					13	.0			
LOS					В	<u>.</u>			
Approach Delay	!		(13.0	116	1 R	1		
Approach LOS				В	N	D I	1		
						•			

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					Sŀ	IOR1		EPOF								
General Info	ormation						S	ite Info	rmatic	n		000=	4 4145	- // 4 / 5 ** 6		
Analyst Agency or C Date Perforn Time Period	ned	US 09/1	SAI SAI 12/08 .K HOU	JR			Ai Ju	tersect rea Typ urisdicti nalysis	e ion		LA	All oth CAR YEAR	VY. #1 her are RLSBA	eas D NITH	ST	ALTALAMOTE MATERIAL TO THE STATE OF THE STAT
Volume and	d Timing Inp	ut								·					***	
				EB				WB				NB			SB	
			LT	TH	R'		T	TH	RT	L		TH	RT	LT	TH	RT
Num. of Lan	es		1	2	1	1		2	0	0	·	1	0	0	1	1
Lane group			L	T	R	L		TR				LTR			LT	R
Volume (vph)		151	490	15			382	93	10		1	10	61	1	100
% Heavy v∈	h		0	2	0	C		2	2	$\frac{1}{2}$	_	2	2	0	0	0
PHF	'A\		0.95	0.95	0.9	5 0.9		0.95 A	0.95 A	0.9 A		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A
Actuated (P/ Startup lost			A 2.0	A 2.0	2.0	·····		2.0	┢╧	+		2.0		+	2.0	2.0
Ext. eff. gree			2.0	2.0	2.0			2.0	T	1		2.0		1	2.0	2.0
Arrival type			5	5	5	5		5				5			5	5
Unit Extensi	on		3.0	3.0	3.0	3.	0	3.0				3.0			3.0	3.0
Ped/Bike/RT	OR Volume		0	0	0	(0	0	C		0	0	0	0	0
Lane Width			12.0	12.0	12.	0 12	0	12.0		<u> </u>		12.0		<u> </u>	12.0	12.0
Parking/Gra	de/Parking		Ν	0	Ν		1	0	Ν	٨	İ	0	Ν	N	0	N
Parking/hr	· · · · · · · · · · · · · · · · · · ·												<u> </u>			
Bus stops/hi	<u>*</u>		0	0	0	(ì	0		<u>L</u>		0	<u> </u>		0	0
Unit Extensi	on		3.0	3.0	3.0) [3.	0	3.0				3.0		<u> </u>	3.0	3.0
Phasing	Excl. Left		& RT	0:	3	·	04		SB On		*****	IB Only		07		80
Timing	G = 20.0	G =		G =		G =			= 25	0	G		<u>G</u> :		<u>G</u> =	#4;
	Y = 5	Y=		Υ =		Y =		<u> Y</u>	′ = 5		_	= <i>5</i> cle Len	Y =		Y =	
	Analysis (hrs							C D-4					garc	- 10t). U	
Lane Gro	up Capaci	ty, C			ay,	and i			ennii	lau	OH			1	SB	
			E					WB	1			NB	r	_	·····	1
Adj. flow rat	е	159	516			42		500			_	23			65	105
Lane group	сар.	326	1067	7 43	7	326	1	035				154	<u> </u>		409	364
v/c ratio		0.49	0.48	3 0.0	14	0.13	(0.48				0.15			0.16	0.29
Green ratio		0.19	0.29	0.2	9	0.19	(0.29				0.10			0.24	0.24
Unif. delay	d1	37.9	31.1	1 27.	.1	35.3	7	31.1			1	43.6			31.7	32.7
Delay factor	·k	0.11	0.11	0.1	1	0.11	(0.11				0.11			0.11	0.11
Increm. dela		1.2	0.3	0.	0	0.2	1	0.4			十	0.5	İ		0.2	0.4
PF factor		0.843				0.843	- (0.733				0.930	1	1	0.792	0.792
Control dela	١٧	33.1	23.1			29.9		23.1			-	41.0	T	1	25.3	26.3
Lane group		C	C	E		С	+	С			┪	D	1	1	С	C
Apprch. dela	·	 	25. <i>4</i>				23.		!		<u>_</u>	11.0	I		25.9	<u></u>
Approach L			C				С					D	<u>, , , , , , , , , , , , , , , , , , , </u>		С	
Intersec. de			25.0						ersecti	on l	.08		·····	1	С	
Wasses TM	,	1					74	(Florida	·····							Version 4.1

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				·	SI	40	RTR	EPO	RT	-		******						<i></i>
General Info	rmation							te Inf			n							
***************************************	<u> </u>		~ * *		*********		In	terse	ctio	n	********	LA	COST			.WES	T	
Analyst Agency or C	0		SAI SAI					rea Ty					וט All oti		. #1 r are	as		
Date Perforn			12/08					ırisdic					CAF					
Time Period			K HO	JR .			Δ.	nalysi	s Y	ear			YEAR					
						-				-			PR	OJ	EC1			
Volume and	d Timing Inp	ut	<u> </u>	EB				WB			Τ		NB			ı —	SB	*****
			LT	TH	I R	┰┪	LT	TH	Т	RT		r -	TH	F	श	LT	TH	RT
Num. of Lan	es		1	2	1	7	1	2	┪	0	0		1		0	0	1	1
ane group			L	T	R	一	L	TR					LTR				LT	R
Volume (vph	1)		314	370	35		25	372	1	193	30)	1		25	194	1	319
% Heavy ve	h		0	2	0		0	2	_	2	2		2	1	2	0	0	0
PHF	(0)		0.95	0.95	0.9	5	0.95	0.95		95	0.9	5	0.95	ð	95 ^	0.95	0.95	0.95 A
Actuated (P/			A 2.0	A 2.0	A 2	. 	A 2.0	A 2.0	+	Α	A		2.0	⊬	4	A	2.0	2.0
Startup lost		IAIDAAHIIGAAA	2.0 2.0	2.0	2.0	umamme	2.0 2.0	2.0	}-			******	2.0	 	ewonárme en		$\frac{2.0}{2.0}$	2.0
Ext. eff. gree) []		5	5	5		5	5	╬		╫		5	┢			$\frac{1}{5}$	5
Arrival type Unit Extensi		***************	3.0	3.0	3.0		3.0	3.0	╌╬╌		-	***	3.0	╁╴			3.0	3.0
	on OR Volume		0	0	0		0	0	╁	0	0	am.1054.H	0	┞-	0	0	0	50
Lane Width	OIL AOIGILIC	<u>Liverica nonconse</u>	12.0	12.0	12.	0	12.0	12.0	_		Ť		12.0	T		Ť	12.0	12.0
Parking/Gra	de/Parking	(*************************	N	0	N		N	0	十	N	Ν		0	T	N	Ν	0	N
Parking/hr	***************************************		acconstitution:							an anna an Aire Sannaich		11 14 14 14 14 14 14 14 14 14 14 14 14 1			***************************************			
Bus stops/h	Γ		0	0	0		0	0					0				0	0
Unit Extensi	on	***************************************	3.0	3.0	3.0)	3.0	3.0					3.0				3.0	3.0
Phasing	Excl. Left	-	& RT	0	3	I	04			3 On			IB Only			07		08
Timing	G = 25.0 Y = 5	G = Y =		G = Y =	*******************************		G = Y =			= 28. = 5	<u>0 </u>		= 9.0 = 5	***	G = Y =		G = Y =	·
Duration of	ຼາ ≅່ວ Analysis (hrs	*		Y =			7			. 0			cle Len	att				
	up Capaci			ol Del	av.	an	d LO	S De	ter	min	****			<u> </u>				
		1	E					WB				*******	NB				SB	,
Adj. flow rat	e	331	389	3	7	26	6	595	Τ			Ī	59	Ī			205	283
Lane group		389	950	38	39	38	9	902	十		(1827 81	T	132	T			437	389
v/c ratio		0.85	0.4	1 0.	10	0.0	7 (2.66	T			1	0.45	T			0.47	0.73
Green ratio		0.23	0.2	5 0.2	25	0.2	23 (0.25	T			Ť	0.08	T			0.25	0.25
Unif. delay	d1	40.7	34.	1 31	.3	33	.3	36.7	Ţ			1	48.1				34.7	37.5
Delay factor	rk	0.38	0.1	1 0.	11	0.1	11	0.23					0.11	${\mathbb I}$			0.11	0.29
Increm. dela	ay d2	16.3	0.3	0.	1	0.	1	1.8	T				2.4				0.8	6.7
PF factor		0.804	4 0.77	72 0.7	772	0.8	304).772				I	0.941				0.772	0.772
Control dela	Э	49.0	26.	6 24	.3	26	.9	30.2					47.7	Ļ			27.6	35.7
Lane group	LOS	D	C		2	C	<u> </u>	С			,,,		D		*7/*/***		С	D
Apprch. del	ay		L	30.	0				4	47.7	edinah-		<u> </u>	32.3				
Approach L						_	С	***************	********				D	. ,		<u> </u>	С	
Intersec. de	lay	<u>L</u>	33.6							secti						<u> </u>	С	
rragnocoTM			,	Coveright	@ 20A	ΛΤ		CTILLIA.	. A 11	Distant	. D		1					Version 4

HCS2000: Unsignalized Intersections Release 4.1f

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

USAI

Date Performed:

O9/15/08

Analysis Time Period:

AM PEAK HOUR

Intersection:

LA COSTA AVE./PASEO TAMARINDO

Jurisdiction:

CARLSBAD

Units: U. S. Customary

Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN SQUARE
East/West Street: LA COSTA AVENUE
North/South Street: PASEO TAMARINDO

Intersection Orientation: EW Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Eas	tbound				Westboun	.d	
9	Movement	1	2	3	İ	4	5	6	
		L	${f T}$	R	-	L	T	R	
Volume		14	104				186	1	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra		14	109				195	1	
Percent Heavy		0						***	
Median Type/St		Undivi	ded			/			
RT Channelized									
Lanes		1	1				1	0	
Configuration		L	${f T}$					TR	
Upstream Signa	1?		No				МО		
000000000000000000000000000000000000000									
Minor Street:	Approach	Noı	thbound				Southbou	ınd	
	Movement	7	8	9	1	10	11	12	
		L	${f T}$	R		L	T	R	
Volume				.,		1		36	
Peak Hour Fact	or, PHF					0.	95	0.95	
Hourly Flow Ra						1		37	
Percent Heavy						0		0	
Percent Grade			0				0		
Flared Approac		Storage			/	/			/
Lanes		-					1	1	
Configuration							Ŀ	R	
= 									

Approach	_Delay, 	Queue WB	Le	ngt	h, and Lev		Ser		uthbound	<u> </u>
Movement	1	4	1	7	8	9	1	10	11	12
Lane Config	L		İ				İ	L		R
v (vph)	14							1		37
C(m) (vph)	1389							659		850
v/c	0.01							0.00		0.04
95% queue length	0.03							0.00		0.14
Control Delay	7.6							10.5		9.4
LOS	A							В		A
Approach Delay									9.5	
Approach LOS									A	

HCS2000: Unsignalized Intersections Release 4.1f

TWO-WAY STOP CONTROL SUMMARY___

Analyst: Agency/Co.: USAI USAI

Date Performed:

09/15/08

Intersection:

Analysis Time Period: PM PEAK HOUR

Jurisdiction:

LA COSTA AVE./PASEO TAMARINDO CARLSBAD

Units: U. S. Customary

Analysis Year: YEAR 2010 WITH PROJECT

Project ID: LA COSTA TOWN SQUARE East/West Street: LA COSTA AVENUE North/South Street: PASEO TAMARINDO

Intersection Orientation: EW

Study period (hrs): 0.25

200 WP

Webicle Wolumes and Addustments

	Vehi	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Eas	tbound			W	estbound		
2300,02 000000	Movement	1	2	3	1	4	5	6	
		L	Ţ	R	İ	L	Ţ	R	
Volume		44	182				83	1	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra		46	191				87	1	
Percent Heavy		0							
Median Type/St		Undivi	.ded			/			
RT Channelized								,	
Lanes		1	1				1	0	
Configuration		L	${f T}$				\mathbf{T}^{1}	R	
Upstream Signa	al?		No				No		
Minor Street:	Approach	Noi	thbound			S	outhboun	d	
	Movement	7	8	9	- 1	10	11	12	
		L	T	R		L	${f T}$	R	
Volume						1		19	
Peak Hour Fact	cor. PHF					0.95	j	0.95	
Hourly Flow Ra						1.		20	
Percent Heavy						0		0	
Percent Grade			0				0		
Flared Approac		Storage			/	<i>'</i>			/
Lanes	·	,				1	_	1	
Configuration							L R		

Approach	_Delay, 	WB		_	h, and Lev Northboun			uthbound	
Movement	1	4	i	7	8	9	10	11	12
Lane Config	L		Ì				L		R
v (vph)	46						 1		20
C(m) (vph)	1520						615		976
v/c	0.03						0.00		0.02
95% queue length	0.09						0.00		0.06
Control Delay	7.4						10.9		8.8
LOS	A						В		A
Approach Delay								(8.9)	
Approach LOS								(A)	

······································					SHC	RTR	EP()R	T	*********					······································		
General Info	rmation								rmati	on	AT						
Analyst USAI Agency or Co. USAI Date Performed 09/15/08 Time Period AM PEAK HOUR						Intersection Area Type Jurisdiction Analysis Year						NCHO E All oti CAF YEAR PR	as O VITH	Lupino			
Volume and	i Timing l	nput	in and a second														
				EB			W			_		NB				SB	T 67
			LT 1	TH	RT	LT	<u> </u>	1	RT		LT	TH	+	RT	LT	TH	RT 0
Num. of Lan	lum. of Lanes			3	1	2	3		1	_	1	1	٠	1	1	1	<u> </u>
_ane group			<u>L</u>	T	R	L	T		R	┸	L	TR		R	L	TR	_
Volume (vph			42	1716	38	215	148	0	24	+	50	6	4-	44	74	12	141
% Heavy ve	h		0	2	0	1	$\frac{2}{100}$		1 0.95	4,	<u>1</u>).95	0.95	J	<u>1</u> 95	1 0.95	1 0.95	0.95
PHF	٨١		0.95 A	0.95 A	0.95 A	0.95 A	0.9 A	<u>. </u>	0.95 A		1.95 A	0.95 A		95 4	0.95 A	0.93 A	A A
Actuated (P/ Startup lost			$\frac{A}{2.0}$	2.0	2.0	2.0	2.0)	2.0		2.0	2.0		.0	2.0	2.0	t
Ext. eff. gree			2.0	2.0	2.0	2.0	2.0	OMOUTH CITY	2.0	OLDER TO SERVICE	2.0	2.0		2.0	2.0	2.0	
Arrival type			5	5	5	5	5		5	1	5	5	Ĺ	5	5	5	
Unit Extension		3.0	3.0	3.0	3.0	3.0	0	3.0		3.0	3.0	T	3.0	3.0	3.0		
Ped/Bike/RTOR Volume			0	0	0	0	0		0		0	0		50	0	0	50
Lane Width			12.0	12.0	12.0	12.0	12.	0	12.0	7	12.0	12.0	1.	2.0	12.0	12.0	
Parking/Grade/Parking			N	0	Ν	N	C)	N		Ν	0		N	Ν	0	N
Parking/hr						Î				T							
Bus stops/hr			0	0	0	0	0)	0	T	0	0	Т	0	0	0	
Unit Extension			3.0	3.0	3.0	3.0	3.	0	3.0		3.0	3.0	Ţ	3.0	3.0	3.0	
Phasing	Excl. Le	ft T	ıru & RT	0	3				xcl. l	eft	Ti	ıru & R	T		07		08
	G = 20.0		= 54.0	G=		G = G = 17						= 19.0)	G =		G =	
Timing	Y = 5		= 5	Y =		Y = Y = 5 Y = 5 Y = 5 Y = 5							<u>Y</u> =		Y =		
Duration of				<u> </u>									ıgti	1 C =	= 130.	<u> </u>	
Lane Gro	up Capa	city,	Contro	ol Del	<u>ay, ar</u>	nd LO	S D	ete	ermi	na	tion						
			EB			N	/B	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NB			ļ	SB	
Adj. flow rat	е	44	1806	40	226	155	8	25	5	53		16	8	9	78	109	
Lane group	сар.	263	2219	636	506	221	9	62	9	221	1	236	2	21	221	226	;
v/c ratio		0.17	0.81	0.06	0.45	0.7	0	0.0	4	0.24	4	0.07	0.40		0.35	0.48	3
Green ratio		0.15	0.42	0.42	0.15	0.4	2	0.4	2	0.1	3	0.15	0.	15	0.13	0.15	5
Unif. delay	11	47.8	33.6	22.8	50.0	31.	4	22.	6	50.	7	47.9	50	0.4	51.5	51.0)
Delay factor	·k	0.11	0.35	0.11	0.11	0.2	7	0.1	1	0.1	1	0.11	O.	11	0.11	0.1	1
increm. dela		0.3	2.4	0.0	0.6	1.0	,	0.0	0	0.6	3	0.1	1	.2	1.0	1.6	
PF factor	******	0.879	0.526	0.526	0.87	9 0.5	26	0.5	26	0.90	00	0.886	0.	886	0.900	0.88	36
Control dela	ıy	42.3	20.1	12.0	44.5	17.	5	11.	9	46.	2	42.5	4:	5.8	47.3	46.	3
Lane group	LOS	D	С	В	D	В		В		D		D		D	D	D	
Apprch. delay 20.5					20.8					45	5.6		47.0				
Approach LOS C					C D)	D					
Intersec. delay 22.8							I	nte	rsecti	ion	LOS					С	
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2010

						SHO	OR	l RE	EP(OR	T										
General Info	ormation							Sit	te Ir	ıfoı	rma	tior									
Analyst Agency or C Date Perforr Time Period		Intersection RANCHO STA. FE/EAST DWY. Area Type All other areas Jurisdiction CARLSBAD YEAR 2010 WITH PROJECT									Τ										
Volume an																					
				LT	EB TH	RT	4-,	T I	W Th		RT	-	LT	Т	NB TH	T c	₹T	LT	SE TH		RT
Num. of Lan	es			1	3	1	2		3	<u>'</u>	1		1	\dagger	1	! -	1	1	1		0
Lane group				L	T	R	L		T		R		L	T	TR	7	?	L	TR		
Volume (vph)			138	1309	78	45	54	157	6	74	1	157	1	18	4	49	24	14		46	
% Heavy ve				0	2	0	1		2		1		1		1	<u></u>	1	1	1		1
PHF				0.95	0.95	0.95	0.9		0.9	5	0.9	5	0.95	_	0.95	-	95	0.95	0.98		.95
Actuated (P/				Α	Α	A			Α		Α	_	A	4	A		4	Α	A		Α
Startup lost				2.0	2.0	2.0	$\frac{2}{2}$		2.0	MOCOMPHIS	2.0	and the same of	2.0	4	2.0 2.0		.0	2.0 2.0	2.0 2.0		, . , . ,
Ext. eff. gree	∍n			2.0 5	2.0 5	2.0 5	2.	<u></u>	2.0 5	<u>'</u>	2.0 5		2.0 5	┽	2.0 5	-	.0 5	2.U 5	2.0 5		.,
Arrival type				3.0	3.0	3.0	3.		3.0	_	3.0	, 	3.0	\dashv	3.0	·	3.0	3.0	3.0		
Unit Extension Ped/Bike/RTOR Volume			0	3.0	0	3.		0		0		0		0	<u>. </u>	50	0	0		0	
Lane Width				12.0	12.0	12.0	12		12.0	0	12.0	0	12.0		12.0	-	2.0	12.0	12.0	7	<u> </u>
Parking/Grade/Parking				N	0	N	1		0		Ν		N	7	0	 	٧	N	0		N
Parking/hr							1							7	**********	T					
Bus stops/hr			0	0	0	(7	0	***********	0	ᅦ	0		0		0	0	0	十		
Unit Extension			····	3.0	3.0	3.0	3.	0	3.0)	3.0	7	3.0	T	3.0	3	3.0	3.0	3.0		
Phasing	Excl. Le	ft	WB	Only	Thru 8		04		TE	xcl.	Lei	ft T	hr	u & R	Т		07		08		
Timing	G = 15.0			15.0	G = 3	~~					= 1				22.0		G =		G		
	Y = 5		Y =		Y = 5		Y =			Υ	= 5				5		Y =	400	Y:	<u> </u>	
Duration of					1 0-1-		المح	00	· n	- 4-		: c			e Len	gtr	1 U =	130.	U		
Lane Gro	up Capa	CIT	<u>у, С</u>		or Deig	ay, aı	na i	WB		ete	:1111	1116	LIOI		NB			T	SI		
				EB	1	470	—Т			-70		40	· 								T
Adj. flow rat		14		1378	82	478		1659		78		16		├	29	21		25	6.		-
Lane group	сар.	19		1438	412	885		2260		641		23		-	60	25		234	29		
v/c ratio		0.7		0.96	0.20	0.54		0.73		0.12		0.7				0.8		0.11	0.2		-
Green ratio		0.1		0.27	0.27	0.27 40.6		0.42		0.42 22.8	-	0.1 53.			17 2.7	0. 52		0.14 49.0	46		-
Unif. delay o		55.		46.8	36.7	0.14		31.4 0.29		0.1		0.2			2. 1 41	0.3		0.11	0.		
Delay factor Increm. dela		0.2 13.		0.47 15.0	0.11	0.14		1.3		0.1		9,		 	7.5		3.8	0.11	0.		╂━
	ay uz	73. 0.9		0.754	0.2	0.75		7.3 0.511		0.1		0.8					364	0.893		4 864	\vdash
PF factor Control dela	11/	0.9 64.		50.2	27.9	31.3).51 17.3		11.7		57.		 	3,1	63		43.9	40		╂
Lane group		E		D	C C	C	\dashv	<u>В</u>	\dashv	В		E	······	-	E.		=	D	T.		1-
Apprch. delay 50				<u>. </u>		20.					 		5, £				 	41.		.L	
	Approach LOS D					C					_		E			***********	D D				
	Intersec. delay 37.4					T			Ir	nter	sec	ion	LOS	3		,,,,,, ,,,	····		D		
	·····																				

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		· · · · · ·			SHC	RTR	EPO	RT	*								
General Info	rmation					Si	te Inf	orn	natio								
Analyst Agency or Co Date Perform Time Period	o. ned	U. 09/:	SAI SAI 15/08 AK HOI	I IR		Aı Jı	tersed rea Ty urisdic	/pe tior	1	RH	All of	El hei RL	RVO r are SBAI	as D	LE		
			11(110)			Analysis Year PROJECT											
Volume and	l Timing In	out	·····			Т	18/5	*****			ND			T	OD.		
			LT	EB	RT	LT	WB TH	_	RT	LT	NB TH	1	रा	LT	SB TH	RT	
Num. of Land	PS		0	1	0	0	1	╁	0	1	1	-	0	1	1	1	
Lane group				LTR		 	LTR	十		L	TR	T	***************************************	L	T	R	
Volume (vph)		160	200	40	170	260	十	50	45	505	2	90	40	818	255	
% Heavy ve	_		2	2	2	2	2		2	2	2		2	2	2	2	
PHF			0.95	0.95	0.95	0.95	0.95		.95	0.95	0.95		95	0.95	0.95	0.95	
Actuated (P/			<u>A</u>	A	A	<u>A</u>	A	_	<u>A</u>	A 20	A	1	A	A 2.0	A 2.0	A 2.0	
Startup lost t		***************************************	<u> </u>	2.0		_	2.0	+	-	2.0 2.0	2.0	-		2.0 2.0	2.0	2.0	
Ext. eff. gree Arrival type	<u> </u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<u> </u>	5	┼──	 	5	十		5	5	╁		5	5	5	
Unit Extension	nn		 	3.0	 		3.0	十		3.0	3.0	T	<u> </u>	3.0	3.0	3.0	
Ped/Bike/RTOR Volume			0	0	10	0	0	0		0	0	17	85	0	0	0	
Lane Width			 	12.0			12.0	1	***************************************	12.0	12.0			12.0	12.0	12.0	
Parking/Grade/Parking			N	0	N	N	0	T	N	N	0	T	N	N	0	Ν	
Parking/hr	E	1			************		T	***************************************			T						
Bus stops/hr				0			0	T		0	0			0	0	0	
Unit Extension				3.0			3.0	Т		3.0	3.0			3.0	3.0	3.0	
Phasing	EW Perm		02	0	3	04		Ex	cl. Le	eft T	hru & R	T		07		80	
Timing	G = 48.0	G =		G=		_1			= 8.0		= 50.0)	G = Y =	-	G = Y =		
	Y = 4	√ = Λ Y = Λ	25	Y =	Y = Y =					5 Y = 5 Y Cycle Length C					.0		
Duration of / Lane Gro				al Dal	2V 21	- A I O	e De	ta	min			ıgı		120			
Lane Gro	up Capac	1y, C	FF		ay, ai	WE		····	T		NB		Т		SB	14604 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 	
Adj. flow rat			421	<u> </u>		506			47		'48		十	42	861	268	
Lane group		_	454			498		-	112		782			112	817	1288	
v/c ratio		1	0.93			1.02			0.4	2 (.96			0.38	1.05	0.21	
Green ratio			0.40			0.40		-	0.0	7 (.42	(0.07	0.42	0.86	
Unif. delay o	d1		34.3			36.0			53.	8 3	3.9			53, 6	35.0	1.5	
Delay factor	ĸ		0.44			0.50			0.1	1 ().47		(0.11	0.50	0.11	
Increm. dela	ay d2		25.3	}		44.4			2.5	5 2	22.1			2.1	46.6	0.1	
PF factor			0.55	6		0.55	6		0.9		.524			0.952	0.524	0.353	
Control dela	ay .		44.4	!		64.4	!		53.	7	39.9			53.2	65.0	0.6	
Lane group	LOS		D			E			D		D			D	E	A	
Apprch. del	ay		44.4			64.4				40.7				49.8			
Approach L	os		D 49.1			E				D			_	D			
Intersec. de	ntersec. delay					In in consider a	Inte		ection	LOS				D Version 4			

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					SHC	RT R	EPO	RT	,					***************************************			
General Info	ormation					Si	te Inf	orn	natio								
Analyst USAI Agency or Co. USAI Date Performed 09/15/08 Time Period PM PEAK HOUR						Intersection RHO. STA. FE II ACERN Area Type All other a Jurisdiction CARLSE YEAR 2010 Analysis Year PROJE							areas BAD D WITH				
Volume an	d Timing Inp	ut															
				EB			WB				NB			SB			
<u></u>			LT	TH	RT	LT	TH		RT	LT	TH	RT	LT	TH	RT		
Num. of Lan	es		0	1	0	0	1		0	1	1	0	1	1	1		
Lane group				LTR			LTR	L		L	TR		L	l T	R		
Volume (vph)			50	20	20	140	65		65	40	783	90	60	523	405		
% Heavy ve	eh		2	2	2	2	2		2	2	2 0.95	2 0.95	2 0.95	0.95	2 0.95		
PHF Actuated (P/	/Δ\		0.95 A	0.95 A	0.95 A	0.95 A	0.95 A		.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A	0.95 A		
Startup lost			 	2.0	 	+	2.0	┪	<u> </u>	2.0	2.0	 ^	2.0	2.0	2.0		
Ext. eff. gree				2.0			2.0	丁		2.0	2.0		2.0	2.0	2.0		
Arrival type				5			5			5	5		5	5	5		
Unit Extensi	on			3.0			3.0			3.0	3.0		3.0	3.0	3.0		
CHARLES AND AND AND AND AND AND ADDRESS OF THE PARTY OF T	FOR Volume	***************************************	0	0	0	0	0		0	0	0	85	0	0	0		
Lane Width			ļ	12.0	<u> </u>		12.0	_		12.0	12.0		12.0	12.0	12.0		
Parking/Grade/Parking			N	0	N	N	0	_	Ν	Ν	0	N	Ν	0	N		
Parking/hr			L	<u> </u>		<u> </u>	_	************		ļ	ļ		<u> </u>				
Bus stops/hr				0			0			0	0		0	0	0		
Unit Extensi			<u> </u>	3.0		<u></u>	3.0			3.0	3.0		3.0	3.0	3.0		
Phasing	EW Perm		02	0:	3	04		********	cl. Le		ru & R		07		08		
Timing	G = 45.0 Y = 4	G = Y =	G = Y =			$\begin{array}{ccc} G = & G = \\ Y = & Y = \end{array}$			10.0		= 51.0) G = Y =		G = Y =			
Duration of	<u>f 1 = </u>																
	up Capac			ıl Dela	av ar	nd I O	S De	ter	min								
Edito Oio	ap oapao	T T	EB		7	WE			Ť		√B			SB			
Adj. flow rate	e	-	95			283		**********	42		29		63	551	426		
Lane group			478			505	_		140		33		140	833	638		
v/c ratio		 -	0.20			0.56			0.30		00		0.45	0.66	0.67		
Green ratio		-	0.38			0.38	\top		0.08	3 0.	43	(0. <i>0</i> 8	0.43	0.43		
Unif. delay	d1		25.3			29.7			51.7	7 34	1.4		52.4	27.6	27.7		
Delay factor	r k		0.11			0.16			0.11	1 0.	50	į.	0.11	0.24	0.24		
Increm. dela	ay d2		0.2			1.4			1.2	29	9.9		2.3	2.0	2.7		
PF factor			0.600)		0.600	,		0.93	9 0.	507	C	0.939	0.507	0.507		
Control dela	ay .		15.4			19.2			49.8	3 4	7.4		51.5	16.0	16.7		
Lane group	LOS		В			В			D		D		D	В	В		
Apprch. del	ay		15.4	-		19.2				47.5			18.4				
Approach LOS B					B D						В						
Intersec. delay 29.5							Inte	erse	ction	LOS				С			
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